

Tauhinu.



Greenhithe 1912.

~A History of Greenhithe~
by R.E. King.

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CONTENTS

	Page		Page
Pre-European	1	Postal	126
Transfer of Maori Land	5	Community Hall	130
Waste Land Act	7	Progressive Association	135
Gum-diggers	9	Womens Institute	139
Land Ownership	11 - 97	Medical Services	142
including Crown Grants		Commercial Activities	143
17,18,19,21,24,34,79,82,83,84,		Military	145
85,86,87,153,166,167,169 & 177		Population	146
Shipping	98	Political	147
Road Transport	105	'Grey Oaks'	150
School	112	The Jonkers family	151
Religion	123		

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PREFACE

The history of a district provides an awareness of belonging, as with the conservation of land, preservation of buildings, and the saving of trees; all make for general interest and community pride in one's locality.

Historic research involves mainly the gathering of data from the writings and recordings of others. This information can be obtained from books, newspapers, magazines, statistics, government departments, photographs, interviews and other sources. In its original form it would be of general interest only in the context in which it was used. However, placing all this fragmented information under a common subject matter is what research is all about.

Hundreds of hours can be spent in checking out details, but as the researcher has to rely mainly on the recordings or the memories of others, mistakes may occur. What has been printed is to the best of the writer's knowledge correct. However, with the publication of this book, additional information may come to light which the author would be pleased to hear about.

Many of the families mentioned played a major part in the early development of Greenhithe. Most belonged to the local organisations, offering their services and time free when work had to be undertaken. It was a supportive society and it was mainly a case of helping one another or going without. Not all early families could be traced and the writer acknowledges that many other families also played their part.

I would like to say I am not a professional writer or a journalist. The information as presented is as researched and is the result of hundreds of hours of research and interviews. Without the help of the many, many people who provided me with information, especially family details and photographs, the history could easily have ended up being a list of dates and facts without a human touch.

To all those families concerned, too numerous to list here, I would express my sincere thanks. I have therefore dedicated this book to the early pioneers of Greenhithe and their families.

I would also like to acknowledge the help from the staff of the Auckland Public Library, (New Zealand Room), without whose help I would not have been able to trace so much information.

THE AUTHOR'S CONNECTIONS WITH GREENHITHE

I discovered Greenhithe back in my childhood when I used to holiday at 'Grey Oaks'. In 1959 I purchased a section of land in Tauhinu Road on which I later had a house built. My two children were born and christened in Greenhithe, both at one stage attending Greenhithe Play Centre and Primary School.

I have been a past committee member of the following organisations:

Greenhithe Hall Club	July 1972 - April 1975
Ratepayers Association	August 1972 - May 1975
School Committee	April 1973 - April 1975
Albany Lions	1974 - 1975

At present I am a member of the Auckland Historical Society and the New Zealand Genealogical Society. Both organizations dedicated to preserving and recording the past for the benefit of those in the future.

PRE-EUROPEANS

The following Maori history of Greenhithe was written for Mr Eric Craig in 1908 by George Graham, a well known Maori historian.

Auckland
14th September 1908

Dear Mr Craig,

As promised you I have obtained and now forward to you the following particulars in reference to the Tauhinu Hill situated on your property at the mouth of Oruamo or Hellyers Creek.

"Like all such places lending themselves to easy defence in times of war during the old regime, Tauhinu (or Tauwhinu) was a fortified Pa. The name "tau-hinu" itself is the name of a plant fairly common among the scrub in the district.

The original inhabitants of those parts were the Kawerau, in later times considered a sub-tribe of Ngatiwhatua, but largely descended from the original tribes. These people held these islands before the advent of the later immigrants from whom the present day Maori trace their lineage through ancestors who arrived by the different canoes. On the arrival of the Tainui and other canoes the original people were either exterminated or absorbed in the course of some generations of inter-tribal warfare, the general outlines of which are well known to anyone acquainted with Maori history; though most of the details are now lost. During the course of these developments the Ngatiwhatua (a tribe which was of northern origin) gradually spread southward and became the owners of the whole of the Kaipara and upper Waitemata districts, and were also allied by inter-marriage with the powerful Tamaki tribes whose preponderating descent was of the aforesaid original people mixed with Tainui blood.

The first detailed warfare in which Tauhinu is mentioned is at the time of what is still called Kapetawa's taua (war expedition). Kapetawa had a grievance from boyhood against his father's people at Tamaki. When he arrived at manhood he organised a punitive party of his Ngatipaoa people from Waiheke and Maraetai and attached Tamaki and Orakei Pas and followed it up with unbroken success by attacking and destroying the Pas at Takapuna, Ngauteringaringa (Stanley Point), Onewa (Northcote Point), Ngutuwhera (Kauri Point), Tawhiwhi-Kareao (Birkdale), Te Pahi (Herald Island), and then received a check in the attack on Tauhinu, losing an uncle of his (Ihu-Kino by name). After some days siege he however captured the place with the usual consequences to the unfortunate captives and no doubt his beloved uncle's death was well avenged on them. This was some time prior to the era of the great chief of Tamaki-Kiwi of One Tree Hill fame, in whose days Tauhinu was a place of some importance to the Ngatiwhatua people.

Kiwi and a party of his chiefs being on a visit to that tribe at Wai-tuoro in the Kaipara, incurred the enmity of their hosts by perpetrating several acts of treachery culminating in the murder, at a feast, of several prominent men of the Ngatiwhatua. On their home coming via Pitoitoi, (Riverhead) Kiwi and his people attacked the various villages on their way, but Tauhinu unsuccessfully so. At Rangi-Matariki (near Te Whau) (Henderson) he surprised and killed a party of Ngatiwhatua women shell-fish gatherers. The consequence was a campaign of the united Ngatiwhatua sub-tribes which after a severe campaign ended in the destruction of Kiwi and his Waiohau tribes and the conquest of the Auckland Isthmus by the Ngatiwhatua. A remnant of the Waiohau appear to have fled to shelter with their Hauraki relatives at Wharekawa and Maraetai. These returning some time after, re-occupied Pas at Te Pane-o-Horoiki (St Heliers Bay), Kohimarama and other places on the Waitemata foreshore.

Ngatiwhatua again sent an expedition and attacked and destroyed them piecemeal. In this campaign the Tauhinu people took part and their chief Pahau-roa was wounded by a spear thrust at the palisading of the Rangi-toto Pa (east side -

Judges Bay) and was brought home and died some time after. At his tangi which many prominent Ngatiwhatua chieftains attended it is stated that a captive sister or cousin of Kiwi named Maru-wai was killed by being impaled alive with a hoeroa (whale rib weapon) as payment for Pahau-roa's death.

Ngatiwhatua now occupied Tamaki by right of conquest and thereby became neighbours of the great Hauraki tribes on the east and the Waikatos on the south and it was not long before they got into trouble with the former. At Mahurangi a dispute arose with Ngatipaoa over some fishing grounds and words led to blows, Ngatipaoa being worsted, returned home to arouse their people. The sequel was a war and the Ngatipaoa fleet came into Tamaki attacking the Ngatiwhatua villages at different places with more or less success. Tauhinu then went through another siege by Ngatipaoa under the chief Te Waeroa as in Kawetawa's times, and captured with like consequences, their chief Rere-Tuarau who was taken alive, killed and eaten with other captives of rank at Te Pahi (Herald Island). Returning a few years afterwards to Te Whau, Ngatipaoa attacked a body of Ngatiwhatua there, but were in turn severely defeated and lost most of their chiefs, among whom was Te Waero their leader.

From this time until the attack of Tamaki by Ngapuhi under Hongi the Ngatiwhatua continuously occupied Tauhinu. When that chief and his people attacked and captured the large Pas at Panmure (Mauniania and Mokoia), he turned his attention to the upper waters of the Waitemata, but with the exception of Tauhinu, all the Ngatiwhatua villages were deserted and their people hidden in the recesses of the Waitakerei and Kaipara forests. Tauhinu had however a large garrison of defenders who were however but scantily supplied with firearms, and the Pa was attacked by Ngapuhi under the chief Pomare and again destroyed with another repetition of cannibalistic orgies.

Some years after Ngatiwhatua, now much reduced in numbers, like all the other tribes through incessant warfare and strife, were living in the seclusion of the Mahurangi County under their chief Kawau and were there attacked and driven away by Te Parawhau (of Whangarei). Te Kawau reoccupied Tauhinu and other localities nearby. Here Ngatiwhatua lived in peace until the Treaty of Waitangi was signed and peace and security was assured to the people. Several years afterwards all the district from Takapuna to Te Arai (Mangawai) was sold and Tauhinu passed from Maori ownership."

Mr George Graham acknowledges that he obtained his information from an elderly Maori woman called Whatarangi of the Ngatiwhanaunga tribe of Hauraki, also a descendant of the Ngatiwhatua and Ngatipaoa tribes. This Maori lady, who lived at Paremoremo, was well-versed in the history of her people and was related to Mr Graham by his marriage to his second wife.

Acknowledgement: Auckland Institute and Museum Library.

Other areas of Greenhithe were also the scene of Maori occupation. Shell midden and trenches were discovered when settlers cleared their land. Mr B W Greig, whose family lived in Greenhithe in the 1920s and 30s, recalls that while his father was exploring his land between Blacks Road and the main highway he came across what he thought were Maori cooking pits, but which would have been kumara pits as there was no sign of oven stones. Pipi shells were also found in the top soil.

Three axes were also discovered, one 5 inches (127mm) long was found when clearing the land to make a fire break. The second axe, a smaller adze-type found near an old gumdigger's trail, could have been dropped there. The third axe was a small adze-type found when digging a hole to clear out a spring for water for fruit trees. It was found about 2 feet (600mm) below the surface and it was presumed that the Maoris may also have dug there for water.

MAORI PLACE-NAMES WITHIN THE GREENHITHE AREA

Puke Koi (sharp hill) - A small hill almost opposite Hobsonville landing.

Te Okoaratanga (undulating and twisting ups and downs) - east of Greenhithe landing - old wharf.

Te Whaka Toro (the jutting out) - A reef extending from Te 'Okoaratanga - **Marae** Road Point.

Te Wharau-a-kae (the shed of Kae) - A bay to the east of Greenhithe landing. **Kae** was a man of Kawerau and was killed here by the Ngatiwhatua.

Nga-hapua-a-to (The Ponds of To) - A series of holes in the rocks excavated to keep shell fish in whilst being collected. Banks of Lucas Creek.

Te Tauhinu-Pa (Scented shrub) - **Name** taken from a small heath-like plant common in the district (Phylicaefolia Tauhinu). The Maoris, who valued this shrub highly because of its **medicinal** properties, would travel many miles to obtain the foliage and flowers from which they extracted the juice, considered excellent for chest troubles. The crushed flowers produce a cleansing lather.

Te-Whare-Moenanu (House where one talked whilst asleep - bad omen) - South headland of Lucas Creek - lower end of **Rame** Road.

Te **Pahi-o-Te-Poa** (the camp of Te **Poa**) - Te Poa, a Kawerau chief, was killed there by the Ngatiwhatua - Herald Island.

Nga-Ngutu-Ko (the pouted lips) - Entrance to Hellyers Creek - Oruamo Creek.

Wainoni (river bend) - The stretch of water **between** Herald Island and Greenhithe.

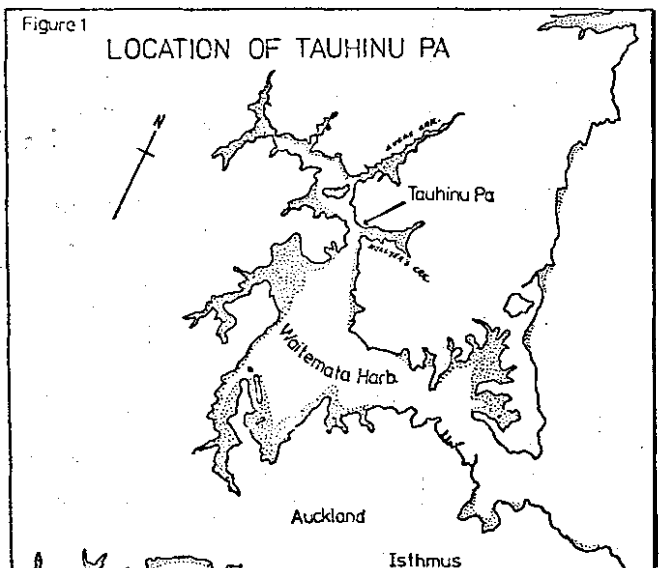
TAUHINU SITE SURVEY

Robin J Watt and R E King.

A small Pa at **Greenhithe, Auckland**, was surveyed and mapped.

Following an initial investigation, a site survey of **Tauhinu** Pa in the Auckland district of Greenhithe was conducted in June 1973. This small Pa overlooks the western expanse and the entrance to the northern reaches of the upper Waitemata Harbour (see figure 1). It is situated on a small coastal ridge, **about** 33 metres above sea level, on the northern headland at the mouth of Hellyers Creek.

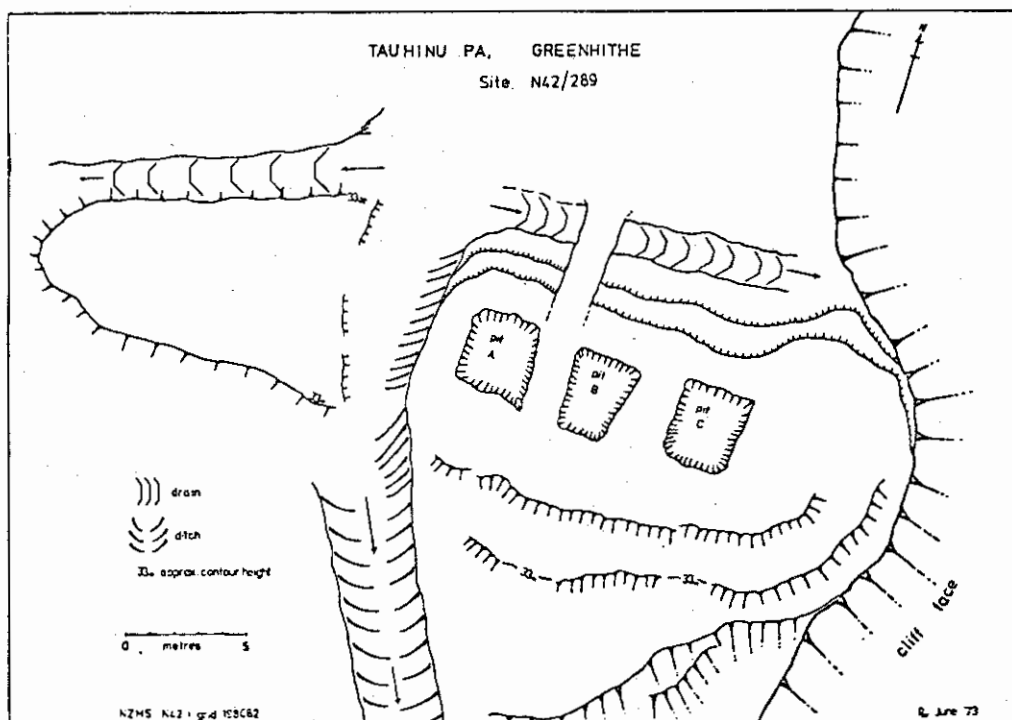
The coastline and adjacent land was examined on foot. The bush, although light, hindered **sightings** and most of the Pa was surveyed by a combination of compass bearings and pacing. Shorter distances, such as pit dimensions, were measured with a metric tape. All distances should be regarded as approximate. The earthworks cover an area of about **400** square metres (see figure 2) and the full extent of the Pa is yet to be determined. An area of relatively flat land adjacent to the Pa may have been used for Maori settlement but this could not be established with certainty, and so far it has not been possible to find out to what extent the land was modified by European activity.



Site Description The site appears well preserved. Natural subsidence is evident on steeper slopes, at the edges of pits and along the course of a large ditch-like feature which extends south towards the coastal cliffs. Earthworks conform to the natural configuration of the coastal ridge which is predominantly formed from Waitemata sandstone. Along the southeastern and southern limits, the ridge presents a steep cliff which extends directly to the sea. The northeastern boundary of the ridge drops about 15 to 30 metres before grading into a gently sloping area covered with thick grasses, blackberry and small patches of English ivy.

The secondary vegetation covering the site includes exotic and indigenous species. The most noticeable of the exotics are stands of *pinus radiata*, some of which rise about 15 metres above the canopy layer of the surrounding indigenous vegetation. A line of *pinus radiata*, about 20 metres northeast of the Pa, extends inland, presumably marking a boundary to the property on which the Pa is situated.

The indigenous vegetation is represented by species such as ferns: *dicksonia*, *polypodium diversifolium*, *asplenium*, small trees: eg young *metrosideros excelsa*, *griselinia lucida*, *coprosma*, *hebe*, and young stands of *suttonia australis*. Mature *metrosideros excelsa* dominates the canopy layer along the coastal fringes.



The earthworks at Tauhinu can be viewed in two sections (see figure 2), a small flat triangular area, and the knoll containing pits. Features which may be identified among the earthworks include a ditch, two drains, three pits and what appears to have been a short rampway. The two sections of the Pa are separated by a shallow hollow about 3 to 4 metres wide which on the southern side of the ridge becomes continuous with a large steep ditch extending southward to the coastal cliffs where the shape of the ditch rapidly peters out.

Along the edges of the ditch natural erosion of the weathered sandstone, accelerated by the steep slope, is evident in many places and no doubt contributed toward making the ditch wider than it was originally. When seen in relation to the two drains located along the northern edge of the earthworks, we feel that this naturally widened ditch represents the course of a large drain for carrying away the surface rainfall. Two clearly defined drains running parallel to the northern edges of the earthworks cause surface runoff to flow in

opposite direction as arrowed in figure 2. The drains are not continuous with each other.

So far the only pits that have been found on or near the site are situated on the highest ground of the ridge and have an average depth of .5 metres. The largest, Pit A, has a floor area of 13 square metres. Pits B and C are slightly smaller with a floor area of about 11 square metres. There is very little topsoil and the pits have been shaped directly out of sandstone. Because of the time available not many excavations were made to investigate the function of these pits. If excavation is undertaken, some difficulty is likely to be experienced with tree roots. From the northern edge of the knoll, common with the balk between pits A and B, what appears to be a short rampway links the earthworks with the adjacent flat area. This rampway extends down into the drain and partially obliterates it.

During the examination of the site and its environs, no shell midden was found even though the tidal estuary of Hellyers Creek presumably offered at least one source of marine food eg chioni, as it does today. That midden might be found beneath the dense mat of grasses and blackberry is quite likely.

Discussion Although these earthworks have been called Tauhinu Pa, it is more than likely that this site represents only a small part of Tauhinu Pa proper. On one early map of the Auckland isthmus, the whole coastal headland is labelled as "Tauhinu". Tauhinu not only held a politically strategic position but it also commanded the immediate foreshore which was a source of supply for shark and shell fishing expeditions. If this was the case, and conservative estimate was that effective population had extended over about 200 years, some evidence of shell midden deposits might be expected, especially along the coastal borders. From this site, midden has not been found. Northward, further round the coast toward Lucas Creek where the land does not meet the sea in steep cliffs, midden is found in abundance and it is in the immediate vicinity of food supply that most of the population probably lived. In this area there is also evidence of prehistoric earthworks but these have yet to be investigated properly.

A difficult question to answer is: "To what extent has European activity modified the landscape?" Following Maori occupation the land was cleared. In the latter half of the 1800s gum-diggers were active in the district burning off bush to get at the kauri gum, also the first owners had cleared portions of the land at different times to build houses.

Acknowledgement: The authors would like to thank Mrs N V Arthur of the Auckland Institute and Museum Library for help and co-operation.

THE TRANSFER OF MAORI LANDS

The signing of the Treaty of Waitangi on the 6th February 1840, when the Maori Chiefs acknowledged British rule and received British citizenship, left the way open for the government to purchase land from the Maoris. The land on which Greenhithe is situated is part of the Mahurangi Block of 9,500 acres purchased from the Maoris. The purchase negotiations with the various Maori owners were completed over a period of several years from 1841.

The Mahurangi Block stretched from Devonport to Te Arai (Mangawai) 81 miles north east of Auckland, across to the Kaipara and included all the islands on the coast. All this for only £680 (\$1,360), 440 blankets, 60 cloaks, 60 gowns, 2 cattle, 6 horses, 4 casks, 400 lbs of tobacco, 6 bags of flour, 2 bags of rice, 1 bag of sugar, 200 pairs of trousers, 30 coats, 100 caps, 3 saddles and bridles, 1 vessel and 1 boat.

All but three of the chiefs who signed the Deed of Sale were of the Ngatiwhatua Tribe, they signed on behalf of four other tribes who had an interest in the Mahurangi Block. The three Ngatiwhatua chiefs who owned land in the Lucas Creek area were Keene, Paora Tuhaere, and Wiremu Taua.

"Paoro (Paul) Tuhaere: Ngatiwhatua chief of Orakei. After the defeat of the Maoris in the Maori Wars, Paoro sought for his people the best of the pakeha world while preserving Maori pride and dignity.

Paul Tuhaere set a clear, if colourful pattern for integration. He would appear well-dressed in European clothes with a blanket wrapped round him, Maori style, to enter a waiting carriage and pair. According to an observer, "he got in with all the dignity of a prince and wrapping his blanket round him, as an ancient Roman would have wrapped his toga, he bade the coachman 'drive on'".

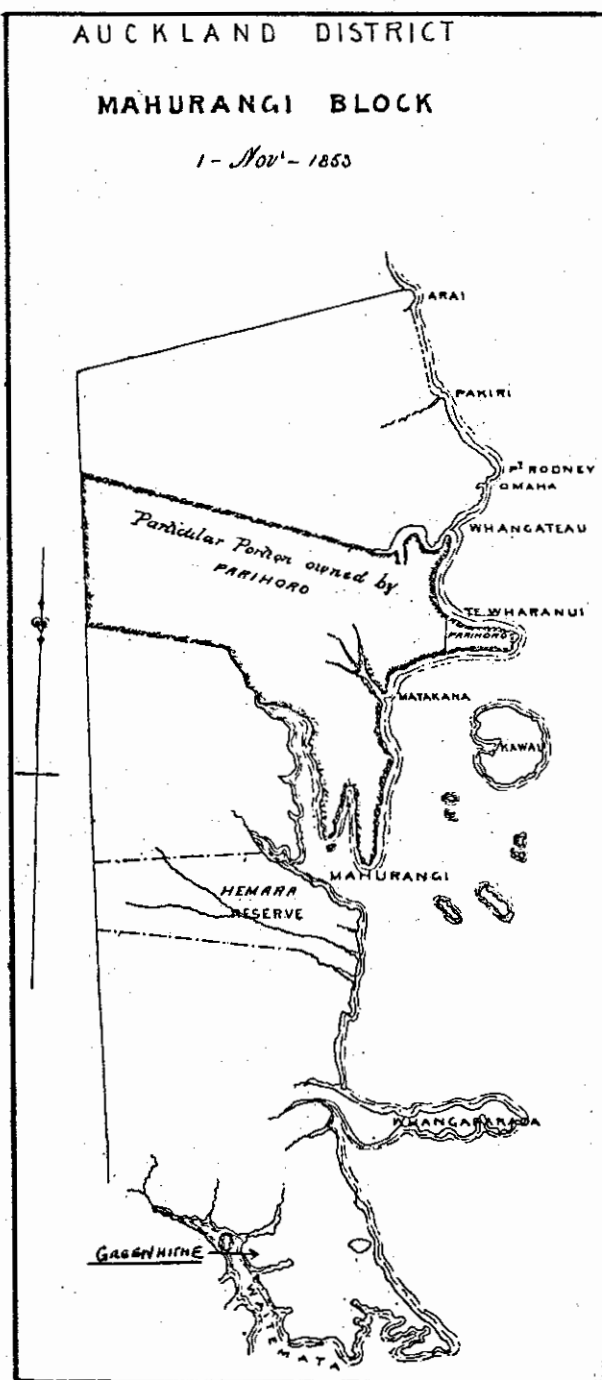
He was a member of the Provincial Council, an Anglican minister and the guardian of the great war canoe, Te Toki A Tapiri, for the Auckland Museum. When he died at Orakei, the Maori King Tawhiao, spoke at his tangi and the Mayor of Auckland and members of the government, with hundreds of Europeans, attended his burial."

By the Royal Instructions of 1840, Governor Hobson was empowered to establish a system of areas for the country. This reads:

"Now we do hereby authorise and require you to cause a survey to be made, in manner hereinafter mentioned, of all land within our said colony and to divide and apportion the whole of the said colony into counties each of which shall contain, as nearly as may be 40 miles square, and to apportion each county into hundreds, of which each hundred, shall, as nearly as may be, comprise an area of one hundred square miles, and again to subdivide each hundred in parishes, of which parish shall, as nearly as may be, comprise an area of 25 square miles."

The description of the County of Eden, the first in New Zealand, constituted by proclamation dated 27 July 1842, is as follows:

"Commencing at the Native Settlement Tehiakura, on the West Coast, and to the southward of the entrance of the Manukau Harbour and from that settlement to the source of the River or Creek Kahiaiku, following its source in a straight line to the Native Pa Waitete, thence to a settlement of Papakura to the River Wairoa, following its course in the centre channel to the sea coast, thence along the coast, including the islands Matarahui, Moerangi, Moto Korea, Rangitoto, Motupapu, Waiheke, Motuihi, Tiritirimatangi, Whangaparaoa Te Matakana thence to the River Taporā (a tributary of the Kaipara), following its course in the centre channel to the entrance of the Harbour of Kaipara, and from that



harbour traversing the line of coast to the commencing point, being the Native Settlement Tehiakura before mentioned."

The division of the County of Eden into hundreds was achieved by a proclamation dated November 1848 defining the boundaries of:

The Hundreds of Auckland	The Hundreds of Panmure
The Hundreds of Otahuhu	The Hundreds of Howick
The Hundreds of Pupuke	The Hundreds of Onehunga

A hundred was a mediaeval division of land that would support a knight and 100 retainers or men-at-arms. Wardens were elected to administer activities within the area. **Money** collected from leasing crown land and licences from such establishment as hotels and slaughter-houses was used for making roads and bridges etc.

The hundreds appeared to be purely geographic description and the areas within them were divided into towns and parishes. Six parishes were defined within the County of Eden, being the Parishes of Waitemata, Titirangi, Takapuna, Pakuranga, Papakura and Karaka. The Parish of Waitemata very shortly became known for land appellation purposes as the Suburbs of Auckland and the District of Tamaki.

By the 1860s a further **17** parishes had been added to the original six, one of these being the Parish of Paremoro. These parishes were created as more land was purchased from the Maoris and were subdivided into lots to be known as **Crown Grants** which were then put up for sale by the **government** or granted free to settlers under the Waste Lands Act. The Greenhithe area contained both types of transactions.

The Parish of Takapuna has its boundary just south of Long Bay on the east coast. From the east coast the boundary winds its way west to Greenhithe to include Crown Grants 166, 167, 168 and 169. These crown grants are situated at the Cut Hill entrance to Greenhithe and mainly on the Hellyers Creek side of Upper Harbour Drive. The balance of the Greenhithe area is situated in the Paremoro parish, which includes an area north to Pukeatua and Riverhead.

AUCKLAND WASTE LAND ACT OF 1858 - AND LAND SETTLEMENT

From 1853 to 1876, many settlers were lured to New **Zealand** with the promise of free land. This scheme was widely advertised throughout the United Kingdom and resulted in hundreds of intending settlers taking up land orders from appointed agents, before sailing to the colony. These land orders were issued on the scale of 40 acres for those persons over 18 years of age and 20 acres for those under 18 years and over 5 years. The land orders could only be issued to the person who paid the passage money and many a man of means sponsored out his relatives, servants or employees in order to acquire vast quantities of land orders. **Mr** and **Mrs** Forgham who settled in Greenhithe in 1865 were ones who sponsored out others.

Under the Auckland Waste Land Act of 1858, also known as the Homestead Act, the intending settler was required to take up land in the Auckland Province within 5 years of arriving in New **Zealand**. **He** could, if he so wished, use his land order as a debenture and by adding further capital, compete with others at land auctions. A land order was worth **£20** (\$40) for 40 acres or **10/-** (\$1) an acre. **Many** wealthy settlers speculated with their land in this way and many, not wishing to settle in some **far-off** place, often placed another family on the land in order to have it cleared and cultivated. Others would take up their trade in the city and wait until they acquired enough money to start up a farm. A great many settlers took up land just by looking at a map of a sub-division. Some were lucky to obtain a good piece but others found that they owned lots not

served by formed roads, covered in bush and scrub or had a large proportion in swamp. Some of the settlers without the farming know-how, found the going too tough and abandoned their properties or sold out to the others.

In 1662 an amendment was made to the act as follows: 20 acres to adult males, of general country land and 1 acre of town land. Adult females, 10 acres of country land and for every child under 21 years, 1 acre. A payment must be made within 12 years of £5 (\$10) per acre of town land and £2 (\$4) per acre of country land. In 1670 this act was repealed.

To provide legal access to these grants, roads were also surveyed. In Greenhithe only two roads were necessary as many of the crown grants were accessible by water transport. The two roads led off the Awanui State Highway No 1, the northern road access is Kyle Road, now (1983) partly formed. The southern access road commenced at Cut Hill (present entrance) and continued down past the present Greenhithe Road turnoff and for a few hundred yards down what is now Upper Harbour Drive then branched off at right angles (still unformed 1983) to meet up with the northern access road at the lower end of Orwell Crescent. The two merging roads then continued down Greenhithe Road past the village, down Traffic Road to meet up with the Waitenata Harbour. These roads were unnamed and known as Government Boads.

Many of the crown grants not situated near the water were classified as waste land, and were not considered ideally situated as they were not serviced by formed roads and were also inaccessible by water.

For many of the first permanent settlers of the Lucas Creek area, gum digging was their only form of income. Many, however, later established gardens and orchards and managed somehow to eke out a living of sorts. They built their shacks, some with sod walls and nikau palm roofs, others with split logs, while a few better-off families shipped timber down from Auckland. Cooking was done in a colonial oven, an iron box with a hinged door. This box was heated by hot embers on top and underneath. With bricks placed on top and iron bars placed across the fire, use could be made of the upper fire for kettles and saucepans.

When many of the first settlers arrived the land was covered in second-growth manuka and scrub and the terrain pitted with potholes, the aftermath of the gum diggers. Since most of the land had been cleared of the better quality trees for timber, and the balance later burnt off, the soil in many places was of poor quality. However, not all the land was covered with manuka, for beside the banks of the streams that made their way down to the harbour and to Lucas and Hellyers Creeks, a vast variety of native trees and ferns grew.

It would have been because of this great abundance of native fauna, that Mr and Mrs Forgham (see Crown Grant 34) decided to call their property "Fern Bank", thereby giving Greenhithe its first local name. Pongas and ferns etc can still be found in many parts of Greenhithe.

Greenhithe together with Albany was originally known as Lucas Creek but as with most other areas on the North Shore was to suffer a name change. For example: Flagstaff (Devonport), The Lake (Takapuna), Stokes Point (Northcote), Woodside (Birkenhead), Mayfield (Glenfield), The Wade (Silverdale).

From 1856 to 1867 the whole of the North Shore was administered by the Provincial Government. In 1867 three highway districts were formed under the Highways Act 1862: Flagstaff (Devonport), Lake (Takapuna), North Shore (Northcote and Birkenhead). The area north of these highway districts was administered by local Roads Boards until the Waitemata County Council came into existence under the Counties Act of 1877. Within ten years, thirteen of the sixteen Roads Boards had merged themselves into it. The Waitemata had

jurisdiction over all the country lying **North** of the Waitenata Harbour as far as Waiwera on the East and the Kaipara River on the West. Until their merger with Takapuna in 1974, Greenhithe, Glenfield, and Albany were part of the Waitemata Council.

GUMDIGGERS OF THE EARLY GREENHITHE AND ALBANY AREAS

Over hundreds of years the giant kauri trees had **grown** and multiplied and in the course of their life had deposited on the ground a valuable substance which exuded from the bark. This substance or resin is what we call kauri gum. By exposure to the elements, this resin gradually hardened into various shapes and sizes and over the years became embedded in the ground at various depths.

Up to 1646 great forests of kauri trees grew along each side of Lucas (said to be named after an early flax miller) and **Hellyers** Creeks, but most of these trees had been felled, milled and rafted down to the Auckland sawmills where the timber had been used for the erection of some of **Auckland's** earliest government and **commercial** buildings. After the clearance of the kauri forest and with the discovery of the gum, it was decided to send samples to England for experiments. It was later found to possess the necessary qualities needed in the manufacture of varnish, resulting in the opening up of a large export market.

With the purchase by the government of vast areas of this waste land from the Maoris in the **1840s**, it soon became the home for many hundreds of **gumdiggers**. No restrictions were placed in the way of these men, and soon small camps of **gumdiggers** were springing up all over the North Auckland region. Some were situated along the banks of Lucas and **Hellyers** Creeks, where fishing was plentiful. **Two** of the main camps in this area were Cut Hill, the largest, situated at the head of **Hellyers** Creek and Schnapper Rock Camp on the banks of Lucas Creek.

A gumdigger's household requirements were a few clothes, a couple of blankets, **two** or three billycans, a small camp oven, tin plate and pannikin etc. Tools of trade were spade, spear, axe and gum knife. The basic **gumdigger's** abode was a whare built with a **framework** of timber then interlaced with nikau and toi **toi**. A fireplace and a chimney of turf sods were then added. Some diggers however, just pitched a tent or made one of sacks.

TYPICAL GUMDIGGER CAMP

Photo: Auckland Public Library



As the demand for gum increased, many merchants set up businesses and built stores to handle the trade. Depots were set up near the gum fields and one **such** depot was situated at the corner where Sunset Road is now, known at that time as Cut Hill Road. This store was called the Cut Hill Gum Store and was **owned** by a Davie Heron and later by Sandy Stevenson of Albany. Joe Sheriff was another gum store owner who catered for the diggers between the Wade (**Silverdale**) and Milford. His store was situated in Milford and **Sherriff's** Hill now bears his name. One of the main exporting gum merchants in Auokland was Nathans which was established by David Nathan in 1840.

ON THE GUMFIELDS



Left: Thomas Widdison, **Jnr**, born 1681.
Grandson of Samuel Widdison, settler in Greenhithe 1666.

Gum was the chief source of trading for these stores and as most of the new diggers were broke, it became the custom of the gum store **owner** to supply him with all essentials and enough food to last a week. This in effect meant **that** the digger was obliged to trade all his gum at that store until the debt was cleared. The new digger was directed to a camp where the older hands would show him the tricks of the trade. **Many** of these men were runaway sailors who had jumped ship - some had criminal backgrounds while others had held responsible positions: doctors, lawyers and soldiers. Some were remittance men from good English family backgrounds.

Often large quantities of bush and scrub was burnt off to make digging easier. It is said that the smoke from the Lucas Creek area could be seen from Auckland.

A sideline to the gum trade was liquor smuggling. In 1865 liquor smugglers plied their trade up and down the Waitemata. The gumdiggers were their main customers, but a good supply was smuggled into the graving settlement of Auckland, being hidden in ships transporting timber, and many a customs raid **between** 1865 and 1885 was carried out up Lucas Creek. In approximately 1870 two stills were discovered by customs officers and were confiscated. The capacity of these stills was 100 gallons a day and they were hidden in the bush.

By 1901, the Auokland provincial area had produced **gum** to a value greater than **£10** million (\$20 million) and the average yearly turnover was still worth over **£500** thousand (\$1 million) and was a means of employment for up to 8,000 men. The gum was exported to varnish manufacturers in England, America and Germany.

In the earliest days, only the largest and best pieces of gum were taken by the diggers in order to obtain the best prices. **Most** of this first gum was found in shallow ground and later as these areas were worked out, it became necessary to ~~move into the gullies~~ and swampland. The gumdigger would take a long stick, ~~known as a spear, which he would~~ push into the ground in order to locate this gum.

As the supply of larger pieces of gum **slowly** diminished, the areas previously dug were dug over again. These areas produced mainly what the gum traders called nuts, which were small pieces of gum. This would be about the time that many of the Austrians and Dalmatians were working the gum fields. These men mainly worked as a team or gang and would pool their earnings. Large quantities of gum ~~were dug by~~ these men around the Dargaville areas.

Even up to 1910 and a few years later, many of **Greenhithe's** settlers were supplementing their **incomes by** digging for gum on their properties. With the exodus of the **gumdiggers** and with the settlement of the area by the early pioneers, it was found that much of the soil was now almost devoid of trace elements and consisted mainly of sand and humus on top with a hard core, like concrete underneath, impervious to water.

With ~~the coming~~ of the settlers ~~came~~ the introduction of the **pinus radiata** (pine trees) many of these being planted as shelter belts, but later spread by wind and birds to other places. Many of these trees have grown to a great size, one found on the banks of **Hellyers Creek** measured 20 feet (6m) around its trunk.

SALE OF CROWN GRANTS

The first sales of **crown grants** in the **Greenhithe** area were those bordering on the Waitemata Harbour, Hellyers Creek and Lucas Creek. Most of these first **owners** did not settle on their properties but resold at a later date for a profit. Most purchased under the Waste Land Act.

Two of these **original** land speculators **were** the brothers John and William Gamble, purchasers of **Crown Grants** 17 and 18 in 1854, **Crown Grants** 166 and 167 in 1855, and **Crown Grant** 169 in 1857. The first reference to John and William Gamble was in 1842 when they were listed together with a James Gamble as shoemakers at **Shortland Crescent**, now Shortland Street. It would appear that the **Gambles** were of some means as they owned four shoe stores in the city, plus a run near the **Waitemata** and Lucas Creek, of 2,000 acres in 1852. William Gambles' daughter **Margaret** married Charles Ring, the first person to discover gold at **Coromandel**.

William's son, also called William, was in 1846 found dead at the **bottom** of a 40 foot (12m) well at Epsom. His death was thought to be of a suspicious nature and surmises had been entertained of some horrible foul play. **Mr. James Gamble** offered a £100 (\$200) reward to anyone who could supply information about the murder of **William Gamble Junior**. The coroner's inquest was unable to prove a murder theory and returned a verdict of "Found Dead at the Bottom of a Well".

The first record of a **permanent** **Greenhithe** settler was that of one George Deane who purchased 69 acres, part of **Crown Grant** 24 in 1858. Not all settlers made a success of their holdings and many sold out after a few years of heartbreak and **disappointment**. George Deane was one who found the life too hard for him and he and his wife up and left the property and set sail back home to England. The story of the transfer of **George Deane's** property to Henry Partington gives an insight into Local conditions.

TRANSFER DETAILS

"H PARTINGTON dated 19 December 1890. Partington to Miller dated 10 January 1891 New Zealand to wit I, HENRY PARTINGTON of the City of Auckland in New Zealand, estate agent, I do hereby solemnly and sincerely declare and say as follows; that about a year 1859 one GEORGE DEANE, late of Auckland, registered owner of southern portion of allotment 24 Parish of Paremorexno offered to me various title deeds, to hold the same for him.

1. That whilst I had possession of the said deeds the said GEORGE DEANE obtained from me certain stores and board and lodging for himself and wife and that I considered the possession of the said deeds firm and good security for whatever monies the said GEORGE DEANE might be owing me and I therefore did not trouble him to make satisfaction to me for such debts.
2. That the said GEORGE DEANE went on the said land and spent considerable money in improving and trying to farm it but through poorness of soil, want of a convenient market and so on and inaptitude for colonial farming, utterly failed in his attempts and suddenly left the province to return to the United Kingdom for Great Britain thoroughly disenchanted and disgusted with his colonial experience.
3. With departure from Auckland the said GEORGE DEANE never asked for the said title deeds and as he did not intend returning to the colony I understood that the said deeds were left in my possession as compensation or security for his indebtedness to me and I have ever since retained them in that manner.
4. The said GEORGE DEANE left the colony of New Zealand in the year 1861 and never returned here to my knowledge and died in the year 1864 at Glasgow in Scotland. The information I have obtained from a letter which I saw written by his widow to my wife now deceased.
5. That I believe the said GEORGE DEANE left no surviving issue and his widow if now living would be about 80 years of age.
6. That since I received the news of the said GEORGE DEANE'S death I have been in continued and uninterrupted possession of the said land and treated it as my own. I have leased it in my own name, planted trees and seeds, paid rates thereof up to date and exercised all the usual acts of ownership thereof.
7. That I verily believe that the said GEORGE DEANE intended me to have the said land as my own property unless he repaid me what he owed me in a reasonable time.
8. That before I heard of the said GEORGE DEANE'S death in 1864 I received a general supervision over the said land and the house that was then standing thereon and I make this solemn declaration consciously believing the same to be true and by virtue of the provision of the act of the New Zealand Parliament instituted the Justice of the Peace Act 1882 as declared at the said city of Auckland the 19th day of December 1890.

Signed: H Partington"

The Forghams however, a family of means who purchased Crown Grant 34 in 1865, were able to establish themselves quite comfortably on their estate, even buying and selling other pieces of property in the area.

Many land owners who took up land for resale lost heavily in the 1880s as a result of a depression. This depression lasted from approximately 1879 to 1889 and was mainly brought about by the decline of the export of gold. Many farmers in New Zealand also faced ruin as rabbits multiplied at a fantastic rate, destroying their pastures. Hundreds of settlers sold out and left New Zealand to try their luck in Australia. Many properties reverted back to the mortgage holders as more and more property owners were unable to keep up their repayments. Unemployment was everywhere and settlers wandered the country in a never-ending search for work.

Mr Blyth (see write up Crown Grant 34) tells in his letters from Greenhithe to his relations in England about the conditions of the times. His letters dated 1888-1889 are towards the end of the depression and express his hopes of better conditions for New Zealand.

18th May 1888: "There is a very great depression in land throughout the Colony and in Auckland especially. Mr Houchen who if you remember, about two years ago bought the 5 acres on which his house stands at £60 (\$120) an acre, recently acquired the adjoining 5 acres at £30 (\$60) an acre."

Rev I Edward Houchen M.A. Anglican Minister lived at Milford, died 1902 aged 72.

3rd November 1888: "Sir George Grey who recently sold Kawau Island has bought an allotment at the Lake (Takapuna) and intends building upon it and this no doubt will attract attention to the district and lead many people to build. Quite a number of rich people are beginning to settle about the Lake. A Colonel Burton has just finished a large house there and now we hear of a rich South African named Curtis having bought the land and orchard of about 7 or 8 acres off a Mr Neatyard at the Lake."

Colonel Burton was a retired English Army man and the house he built at Takapuna was later to become the Wilson Home for crippled children. Mr Curtis built a large house which was later to become known as "Lockaber", home of Ewen Alison from 1894 to 1945. The house was moved to a new locality in 1983 in order to make way for a motel development.

Mr Neatyard did not own the property referred to, he was gardener for Sir Frederick Whitaker who owned 30 to 40 acres of land opposite where the Mon Desir Hotel now stands. The land was developed as a farm and Neatyard and Whitaker were the first to introduce the Jersey cow to the North Shore. Mr Neatyard later moved to Milford and died around 1910. Sir Frederick Whitaker, born 1812, was Attorney General and Leader of the Upper House of Parliament from 1887 to 1890. He died in 1891.

Goldie, the well known painter, later built his house on part of the property. The Takapuna Motor Camp also occupies part of the site on the waters edge.

"At Mayfield (Glenfield), between the Cut Hill and Crooks (Roberts Road), land has recently changed hands at £16 (\$32) to £30 (\$60) an acre."

This is a mile further out from my land at Birkenhead so you see I have a good chance of clearing a good profit from it some day. There is a growing demand in the Birkenhead area for small areas for strawberry growing."

Christmas 1888: "Our harbour is a gay sight this Christmas. The "Orlando", the Admiral's flag ship and six other Men-o'-War are in harbour and all the tradespeople are jubilant at the prospect of reaping a golden harvest from the 3000 men that form the crew."

20th April 1889: "There is a general rise in land here just now and many allotments are being broken up and occupied. The other day I counted 24 cottages on the road between the Cut Hill and Crooks. There was not one when we first arrived. Some land was cut up at the top of Hellyers Creek where the water frontage is of very little use and yet the allotments sold for from £13 (\$26) to £14 (\$28) an acre. It is very encouraging in regards to my land at Birkenhead which is in a far better position and so much nearer the harbour."

Mr Blyth again mentions the Houchen family who one year previously were able to afford to buy a piece of land at £30 (\$60) but who now found themselves in financial difficulties.

5th August 1889: "The Houchens are having a very hard struggle, with 10 children to care for and on an income of only £200 (\$400), the children are very unhealthy from being badly fed and clothed. Mr Houchens has had a great deal of trouble in trying to find work for his boys. Arthur, the 3rd boy, has just started for Queensland to be with his uncle who has a run. He is the brightest I think of the family and may do well there. Edward, the eldest, has gone up the Waikato to be a sort of outdoor drudge, so far as I could learn with 6/- (60c) week for his board. 10 children with a small endowment of brains among them are difficult to dispose of."

One of Mr Houchen's sons later became an Anglican Minister like his father.

"The difficulty young men have now of obtaining employment is extra-ordinary but the new industry or rather the old one revived, the flax industry, is opening the way for a good many. The want of money in Auckland is making itself felt all round. All the old colonists who were in a big way have one after the other been coming to grief.

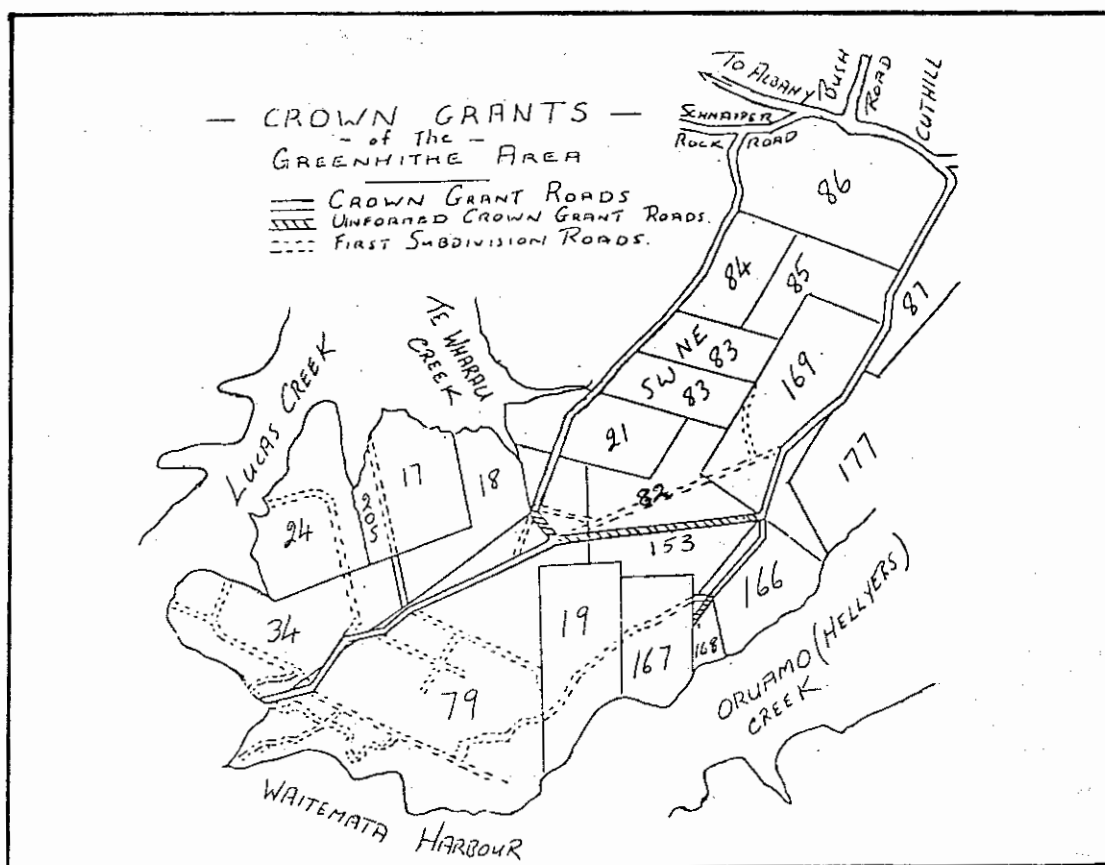
The latest instance is that of Mr J C Firth, late owner of the Matamata Estate and extensive flour mills in Auckland. He has been one of the most energetic and enterprising of colonists, full of big schemes but most of them for the advancement of the requirement of the colony."

Firths Flour Mills in Quay Street, Auckland, was closed down in 1889, reopened by Mr McCorquodale who renamed the mills the Northern Roller Mills. The mills at Riverhead, Brigham and Lambs and the Auckland Roller Mills of Fort Street amalgamated with the above Northern Mills in 1890 under the name of Northern Roller Milling Company Limited, Fort Street, Auckland.

"All the people with money, the Remuera-ites are also clearing out, sales of good furniture, owners leaving the colony being of almost daily occurrence. Land values have depreciated enormously as well. Scores of young men are leaving for Australia by every steamer, I don't know what is to stop the exodus."

1889: "The Midland Railway have succeeded at last in raising the money for their enterprise, and work I imagine will begin at the Nelson end. Added to this, Sir Harry announces a surplus this year of £30 (\$60) an acre." The colony is certainly making rapid progress out of the bog and another year should quite reassure capitalists as to the country's stability. In Canterbury and Otago farmers and run holders are quite jubilant and in Christchurch building has been going on to a large extent, a sure sign of returning prosperity."

Mr Blyth also owned land at Birkenhead and Nelson and was very interested in the opening up of the Nelson area by the proposed railway line. Sir Harry referred to, was the Premier, Sir Harry Atkinson.



Many of the above crown grants on being resurveyed were found to contain extra acreage than previously thought. The areas listed on the following pages are to the best of my knowledge to the nearest acreage, though in some cases, especially some of the larger subdivisions a difference of an acre or two may occur. Most details have been researched from land deeds. Dates given are the ones that the land transfers were registered, however these dates do not necessarily mean that a person settled on his land at that time. Transfers of properties could depend on mortgages and other factors which could result in a person occupying land months or years before or after the change of ownerships were registered.

Conversion note: There are 4046 square metres [0.4046 hectares] in an acre.

Greenhithe

To try and describe Greenhithe in those early days when the first settlers arrived would be exactly the same as most other areas commonly known as the backblocks. Large areas of manuka, ferns, scrub, poor soil, clay tracks, loneliness and isolation. What these first settlers found was that after their hard work of clearing the land that the soil was in poor condition, kauri and other large trees and scrub had depleted the soil of many of its mineral properties necessary to growth.

The choicest property lots to be taken up were the ones bounded by the waters of the Waitemata Harbour or River as it was then known and those that had access to Lucas Creek. A water access was important as the only means of communication was by water transport, unless you were prepared to ride 10 miles (16 km) over clay tracks to Birkenhead.

The following pages deal with the crown grants of Greenhithe, the genealogy of some of its early settlers, and the hardships many faced during those first years of settlement.

CROWN GRANT 34 PARISH OF PAREMOREMO

Crown Grant 34 was the choice of the lots offered for sale when the area was subdivided. It was sold as 88 acres but later found to contain 110 acres and its boundaries were the Waitemata Harbour and Lucas Creek. In 1855 it was purchased by the Rev Thomas Hamer for £40 (\$80).

Rev Thomas and Mary HAMER

In 1851 after a request to England from a group of people interested in forming a Congregational Church in Auckland, the Rev Thomas Hamer, then minister of a church in Middleton, near Manchester, sailed from Gravesend for New Zealand in the ship "Cashmere" with his wife Mary and their two children. Prior to their arrival in New Zealand the recently arrived Rev Alexander MacDonald decided to open a church in High Street. This venture upset Rev Hamer as he had especially come all the way from England for the express purpose of establishing a Congregational Church in Auckland. However, it was agreed that there would be room for the two ministers.

Church services were first held in the Shamrock Cottage in Albert Street and in 1854 the first church was built, also situated in Albert Street. Services were held there until 1876 when the Beresford Street Congregational Church was built and Rev Hamer became its first minister. This church was the first concrete building in Auckland and after it was opened, the High Street Chapel closed.

Rev Hamer built himself a house on his Greenhithe property and ten years later he sold the "said allotment hereditament and premises with the appurtenance into the said Mary Forgham on the 10th April 1865". Mary was the second wife of Thomas Forgham. Rev Hamer died in Wellington in 1899 aged 85.

Thomas and Mary FORGHAM

Thomas Forgham was born in 1806 in Birmingham, his first wife, also named Mary, was born in 1805 at Marylebone, London and they had 4 children: Thirza, Sarah Elizabeth, Eliza, and Thomas. It is recorded that they lived at 96 Smallbrook Street, Birmingham from 1828.

Mr Forgham was a wholesale boot and shoe manufacturer. In approximately 1858 he remarried, presumably his first wife having died. His second wife, Mary, was born in Glasgow, Scotland in 1819, thereby being 13 years her husband's junior.

Mary had also been married before, her husband was a John Alston, a merchant who had died early in their marriage. They had 4 children but in the 1861 census only 2 children were listed, Thomas, (assistant) boot and shoe business, and Annabella Alston, Mary's daughter, who was born in 1848 at King's Norton, Worcestershire. Their other children appear to have left home. The boot and shoe business appears to have been a family concern as Thomas's brother George and his wife Jane are listed as being in the business at various addresses in Birmingham during the period 1833 to 1853. Mary's first husband was a man of means, his father's business being James Alston and Son, merchants, refiners, dealers in bullion and manufacturers of oil of vitriol and aquafortes.

After her marriage to Mr Forgham they moved to Osmond House, Moseley Road, Birmingham until 1864 when they decided to emigrate to New Zealand which was opening up for settlement. They sold most of their assets and property except for the business. The catalogue relating to the sale of the house gives an idea of the style and grandeur in which they lived.

Marked Catalogue

SALE AT

OSMUND HOUSE, MOSELEY ROAD,
BIRMINGHAM.

CATALOGUE OF A PORTION OF THE MODERN HOUSEHOLD

FURNITURE,

COMPRISING EXCELLENT

DINING AND BREAKFAST-ROOM SUITES,

In SPANISH MAHOGANY, upholstered in Satin Hair;

A FINE-TONED COTTAGE PIANO-FORTE,

IN ROSEWOOD;

ROSEWOOD CHIFFONNIER, BRONZED GASALIERS, LARGE-SIZED CHIMNEY GLASSES,
CARPETS,

CHAMBER FURNITURE AND APPENDAGES,

INCLUDING

HANDSOME ARABIAN FOUR-POST AND TENT BEDSTEADS,

MATTRESSES, WARDROBES, WASH STANDS AND TABLES,
TOILET GLASSES, CHAMBER SERVICES,

OIL PAINTINGS AND PRINTS,

A few dozens of Sherry and other Wines.

FURNITURE IN HALL, KITCHENS, AND DOMESTIC OFFICES,

WASHING MACHINE, POULTRY, PIGEONS,

COLLECTION OF GREENHOUSE PLANTS,

GARDEN ROLL AND ENGINE, AND MISCELLANEOUS EFFECTS;

Which will be Sold by Auction,

BY MESSRS.

CHESSHIRE AND GIBSON

Upon the above Premises, (by direction of MR. FORSLAM, who is leaving England.)

ON TUESDAY, MAY 17, 1864.

SALE TO COMMENCE AT ELEVEN O'CLOCK PRECISELY.

Catalogues may be obtained at the Auctioneers' Offices, 11, Bennett's Hill, Birmingham.

WILLIAM HODGETTS, PRINTER, CANNON STREET, BIRMINGHAM.

Extracts taken from Auctioneers Catalogue

£ s d [\$ c]

Top Chamber No.1

- | | | |
|------------|--------|-----------------------------------------------------------------------------------|
| 1 - 15 - 0 | [3.50] | Set of 5ft blue japanned half-tester metallic bedsteads with blue damask hangings |
| 5 - 6 | [0.55] | Neatly painted Wash-Hand Stand, with two drawers |
| 14 - 6 | [1.45] | Japanned Hip Bath |

Top Chamber No.2

- | | | |
|------------|--------|-------------------------------------------------------|
| 1 - 12 - 0 | [3.20] | Excellent 4ft 6in polished birch Half-Tester Bedstead |
| 3 - 6 | [0.35] | Large painted chest |
| 15 - 0 | [1.50] | Old oak chest |

Landing and Staircase

- | | | |
|------------|--------|--------------------------------------------------------------------------------|
| 1 - 12 - 6 | [3.25] | Gentleman's well-made maple painted Wardrobe enclosed by raised panelled doors |
| 4 - 0 | [0.40] | Venetian stair carpet and eighteen brass stair rails |

<u>Back Chamber No.1</u>		
2 - 2 - 6	[4.25]	Set of excellent 5ft polished birch Four Post Bedstead, with turned foot pillars and cornice, and chintz hangings
1 - 1 - 0	[2.10]	Well made 3ft.6in. circular-fronted mahogany Chest of Drawers.
2 - 6	[0.25]	Engraving "Windsor" in maple frame, and chromolithograph plus engraving "Bringing in the Yule Log" in gilt
2 - 0	[0.20]	Large japanned Sponging Bath
<u>Back Chamber No.2</u>		
12 - 12 - 0	[25.20]	Set of very handsome 5ft Spanish mahogany Arabian Bedsteads, with circular-cornered footboard and deep moulded cornice, the hangings of best green damask, the vandyked valance of bullion fringe, with silk cords, tassels and hangers
8 - 6	[0.85]	Handsome Spanish mahogany 4ft shaped topped Toilet Table, with drawer, on cabriole legs, with gothic shaped Toilet Glass over, with shaped supports on tray frame, with three drawers
5 - 6	[0.55]	Mahogany Watch Stand
5 - 10 - 0	[11.00]	Gentleman's excellent Spanish mahogany Wardrobe, enclosed by panelled door, with cornice
<u>Front Chamber No.1</u>		
1 - 5 - 0	[2.50]	Set of well-made 4ft 6in maple painted Half-Tester Bedstead, the hangings of fawn coloured damask trimmed with yellow fringe
17 - 0	[1.70]	Mahogany Night Chair with hair cushion
4 - 0	[0.40]	Ornamental bronze and Steel Fender
18 - 0	[1.80]	Set of six Birch Chairs with carved backs and cane seats
<u>Front Chamber No.2</u>		
10 - 0 - 0	[20.00]	Set of 5ft handsome Spanish mahogany Arabian Bedsteads with massive turned foot pillars panelled scroll topped foot board and deep moulded cornice, the hangings of green damask trimmed with chain gimp, with bullion fringe valance with silk tips
2 - 0 - 0	[4.00]	Set of eight well-made stained chairs with cane seats and loose hair-stuffed cushions covered in damask.
8 - 0	[0.80]	Mahogany Centre Table on octagonal block
<u>Dressing Room</u>		
5 - 0	[0.50]	Maple painted Wash-Hand Stand with tray top fitted with two drawers plus Chamber Ware, Water Bottle and Tumbler
2 - 0	[0.20]	Thirty hour Alarm Clock
<u>Landing Staircase and Hall</u>		
2 - 0	[0.20]	Two iron Foot Scrapers
1 - 8 - 0	[2.80]	Two oak hall chairs with carved backs
4 - 4 - 0	[8.40]	Excellent 3ft 6in Oak Hall Table with shaped marble top, drawer in frame and cabriole legs, with trays and rails for umbrellas and hat rails and pegs over
<u>Breakfast Room</u>		
3 - 13 - 6	[7.35]	Set of six well-made Spanish mahogany Trafalgar Chairs with turned legs and satin hair seats
9 - 0 - 0	[18.00]	6ft handsome rosewood Chiffonier fitted with shelves enclosed by plate glass doors in carved rosewood frame, protecting figure subjects in needlework, with marble top and plate glass back in rosewood frame, with carved ornaments
20 - 0 - 0	[40.00]	Finely tuned cottage Piano-forte, in handsome rosewood case, the front filled in with green silk
2 - 15 - 0	[5.50]	Handsome pattern Brussels Carpet size 15ft 9in by 14ft 9in
<u>Dining Room</u>		
10 - 0 - 0	[20.00]	Set of handsome Spanish Mahogany Dining Tables with deep moulded edge on octagon and turned legs, size 9ft 8in by 4ft 8in with two extra leaves and case for table leaves
2 - 0 - 0	[4.00]	Well made Spanish mahogany carved framed couch with loose squab and bolster, covered in satin hair
5 - 10 - 0	[11.00]	6ft Sideboard with centre enclosed by sunk panelled doors, the ends fitted with cellaret and plate slides, with large plate glass back in shaped mahogany frame with carved ornaments
<u>Drawing Room</u>		
7 - 10 - 0	[15.00]	Very elegant silver bronzed three light Gasalier with gilt figure ornaments, with cut patterned globes fitted with Wimfields patent shades

Various sundries were also listed under the headings of: Back Kitchen, Oil Paintings & Prints, Dairy Yard, Garden, Greenhouse and Wine Cellar. The total realized for 218 lots put up for auction was £230.6.0 (\$460.60), a considerable amount in those days.

The Forgham's idea of coming to New Zealand was to start up their own small English community. Many of their friends and employees were approached as to whether they would be willing to be sponsored out to the colony. Sponsoring out a person meant that under the New Zealand Waste Lands Act and the Forty Acre Scheme, free grants of land were obtained. These grants were made only to the person actually paying the passage money and were issued before the intending emigrant left for New Zealand. They were issued at 40 acres for adults, 20 acres for those 18 years and over 5 years. The sponsorship of these men and women would have resulted in Mary and Thomas acquiring land orders of many acres. On the 28th May 1864 the Forghams, with two of Mary's children, John and Annabella, embarked with their small band of workers on the sailing ship "Portland" from Gravesend, arriving in Auckland 95 days later on the 31st August.

During the voyage trouble was experienced with the crew; many were insubordinate and refused to obey orders. On berthing in Auckland 6 of the crew were sentenced to prison at Mount Eden. On this trip the "Portland" carried 236 passengers, comprising Scots, Irish, English and Germans, all hoping to make a new life in the new world.

The following is a report from the Daily Southern Cross regarding the mutiny on board ship.

Daily Southern Cross
September 1, 1864

MUTINY ON BOARD THE SHIP "PORTLAND"
SPECIAL REPORT

A mutiny of a formidable and alarming character occurred on board the ship "Portland" chartered by Messrs Shaw Saville and Co., London, which left the East India Docks, Blackwall on the 25th May last, with some 250 souls on board and valuable miscellaneous cargo, destined for Auckland, New Zealand under the command of Capt. James Peters.

For a period of three weeks a spirit of disaffection and unsubordination had been manifested by the majority of the sailors. The passengers had been subjected to gross insults and ill-treatment, under which they exercised much patience and forbearance. The crew openly set at defiance all authority, and seemed to imagine they could carry out their evil purposes with impunity; but that they had reckoned without their host the sequel will show.

Passing over various acts of misconduct on the part of the crew, we shall briefly narrate these of a more heinous and mutinous character.

Shortly after 10 o'clock on the night of Monday the 20th June the Master was standing outside the poop for the purpose of observing that the female passengers left the deck at the appointed time and retired to their respective apartments, when one of the seamen, named Thomas O'Brien, came aft to take his turn at the wheel. He made use of an indecent expression to a young woman who was sitting on the steps, which the Captain overheard. He was also taking rather much freedom with the single females. The Captain came forward and told him not to forget where he was and that he had better go to his post at the helm. He gave expression to some insolent language and said he would go when his own ----- time came. The Captain, of course, would not submit to such conduct and he desired the second mate (the officer of the 1st watch), to order another hand to the wheel. On hearing this O'Brien made his way onto the poop and said he was ----- if any other man should take the helm. He was going aft to the wheel, when the Captain caught hold of him to prevent him. He seized the Captain by the breast with both hands and dragged him leeward against the iron rail. A scuffle ensued in which the latter was knocked down and received a severe wound on the forehead. The Captain then called out the Second Mate to bring a pair of irons, and to alarm the Chief Officer. The latter was on the spot in a few minutes and at the request of the Captain was about to have O'Brien secured in irons, when some of the crew named Sayer, Thorn, and Jackson rushed on to the poop, seized the Chief Mate from behind and wrested the irons from him. They defied the Captain to put the man in irons. They were soon followed by the remainder of the crew, who retained possession of the vessel's poop until twenty minutes past 11 o'clock. The captain ordered them forward several times and he and the Chief Mate remonstrated with the men on their misconduct: - that it was mutiny on the high seas. They replied that they knew very well what they were doing, that if the Captain placed O'Brien in irons he would have to do the same with the entire crew, that they knew what the penalty was and were willing to suffer three years imprisonment. Their language was mutinous and insulting in the extreme during the time they remained aft of the ship. As the poop was crowded with passengers and the Captain and officers surrounded by the sailors close to the taff - rail, it was not considered desirable to resort to force and place the mutineers under arrest. He considered it imprudent to bend to circumstances and said he would return O'Brien to custody without securing him in irons and requested the crew to disperse quietly.

After some discussion they consented to go down in front of the poop and threatened the Captain if he attempted to put O'Brien in irons they would return and resort to force - that they would liberate him regardless of the results. During all this time the Captain retained a firm hold on O'Brien. He reprimanded him and also cautioned him, if guilty of similar misconduct, that he would have him secured in irons at all hazards, and retain him in custody for the remainder of the voyage. While in the hands of the Captain, O'Brien called for knives, and if he only had one he would soon rip them ----- up. While the Captain was remonstrating with O'Brien, several of the female passengers came out from the cabin and expostulated with the crew; they were treated to indecent and abusive language.

One of the crew named Henderson said they would think little of doing away with the officers and taking charge of the vessel. Another of the crew, named McKenzie also indulged in mutinous and insulting language towards the officers, and passengers. The crew dispersed about 12 o'clock. They kept up an uproar at the forward part of the vessel. The Captain and officers, being apprehensive of further disturbance, placed an armed watch on the poop for the remainder of the night. From the sudden appearance of all hands on the poop, as well as from other circumstances made known to the Captain, he believed the occurrence to have been a preconcerted affair. He mentioned as the ringleaders in the disturbance the names of O'Brien, Thorn, Sawyer McKenzie, Jackson and Henderson. The last was mentioned as the most violent of the six. He was armed with a heavy iron spike with which he was heard to threaten that he would knock down the Chief Mate or any other individual who dared to raise a hand against him. He also incited in every way, the crew to be insubordinate and disobey the orders of their superior officers. This disturbance was, however, but the prelude to the impending outbreak.

A scene of considerable excitement took place on board ship on Thursday the 23rd June, in consequence of the disorderly and mutinous conduct of the crew. Early in the morning the crew went in a body to Captain Peters, and intimated that they purposed carrying on the process of "shaving" an ordeal which no individual would wish to undergo. The Captain said he would not tolerate such conduct he would not permit them to insult or abuse the passengers entrusted to his care and protection, from whom it was evidently their intention to extort money.

They put on a bold front and said they would do so despite the Captain's objections, that he would see all the passengers with their faces blackened, and that matters would be more serious than if he had granted his permission. One of them was so daring as to threaten that he would lash the Captain and First Mate to the ship's deck. The Captain saw that the time had arrived for decisive action. He mustered the passengers after breakfast, stated to them the position, intimated that he was determined to protect them at all hazards, and solicited their assistance. The passengers of every class, to their credit be it recorded, expressed their readiness to stand by him in this trying emergency. A number of them at once provided themselves with arms. The Captain then ordered the female passengers on deck to go below, after which he called up one of the crew named William Henderson, and asked him if he intended to persist in the "shaving". He replied in the affirmative. The Captain told him he believed him to be one of the ringleaders in the disturbance and seizing hold of him said he intended to place him in irons. Those of the passengers nearest near the Captain and also the officers of the ship, seized Henderson who strongly resisted and shouted out lustily "Murder, men, Murder!" He was removed to the cabin and handcuffed. The Captain then summoned another of the ringleaders, named Angus McKenzie. He put the same question to him, and received a similar answer. He was also arrested, and after a desperate struggle secured in the cabin. While he was being placed under arrest, the man at the wheel, named John White, ran down from his post and endeavoured to rescue McKenzie. He struck the First Mate a violent blow on the neck and was also put in irons. He afterwards expressed regret that he had been led unwillingly into the affair through the ill-advice of his companions, but he refused to allow himself to be set at liberty. He was permitted to remain in the Captain's apartment. The other two men were made fast to the posts underneath the cabin floor, in the place called the lazarette.

The Captain then summoned the remainder of the crew to the after part of the ship and asked them if they intended to be submissive to his authority. They did not return a direct answer. A lengthened conversation took place between the Captain and the men with reference to the capture of their comrades. They demanded the reason why they had been made prisoners, or why such extreme measures had been taken. The Captain said that in the discharge of his duty he would not allow the passengers to be insulted and maltreated, that he was determined to protect them against the threats that had been made by several of his crew. He told them that he had no desire to harm one of them. He had granted them every indulgence, he had never, either in word or deed, interfered with them. If he had done so, or they had any complaints to make, he would request them to speak out. They were silent. He said he had been desirous to afford them every opportunity for amusement and enjoyment, but they had abused the privilege. He alluded to the threat made by McKenzie to lash him and the First Mate to the ship's deck and sink her, and asked them if they could for a moment justify such a statement. Several of them said they could not attempt to justify such language on the part of McKenzie were he their own brother. The Captain spoke to them in a kind and friendly manner and reasoned with them on the foolishness of their conduct. It was clearly a case of mutiny on the high seas, and they were fully aware of the punishment which such an offence would entail upon them. He would advise them to consider the matter seriously, whether they would submit to his authority or be put under arrest. He had overlooked several acts of misconduct on the part of a number of the crew. He referred particularly to the disturbance which took place on the previous Monday night, and said he had allowed the matter to pass over, in as much as he believed O'Brien and the rest of the crew had acted so under the influence of drink and in the hope that a similar offence would not occur. In this expectation he had been disappointed. The time had now arrived for him to take more decisive measures, to assert his authority as master, and treat their machinations against himself, the officers, and passengers. He cautioned them against persisting in such a line of conduct and gave them ten minutes to consider what course they would adopt. The men retired and at the expiration of the time allowed were recalled abaft the mainmast, and asked if they had come to any decision. They did not return a definite answer. They said that in the absence of the three men they would not be able to man the ship. The Captain replied that it was his business to look after the manning of the ship and observed that he could soon obtain hands sufficient to work the vessel more efficiently than she had been worked by them of late. After further conversation the men left without stating any resolve. Shortly afterwards three surrendered themselves, they refused to work as long as their comrades were detained. At this juncture Doctor Corbett came and stated that the prisoners had requested the three men not to surrender themselves on their accord. The Captain knowing the character of the prisoners did not think that their request was made from a good motive but that they considered if more of the crew were placed in irons there would be the less likelihood of their being able to effect their escape. Two of them held a brief consultation with the prisoners in the presence of the Captain and Chief Officer. On their returning the Captain repeated his determination to retain the prisoners in custody. He hoped in a few days to be in a position to hand them over to the proper authorities and thereby relieve himself of any further responsibility regarding them. He said the crew had but two courses, to return to their duty, or to be put in irons for a short time, as he intended to bring the ship to the nearest port.

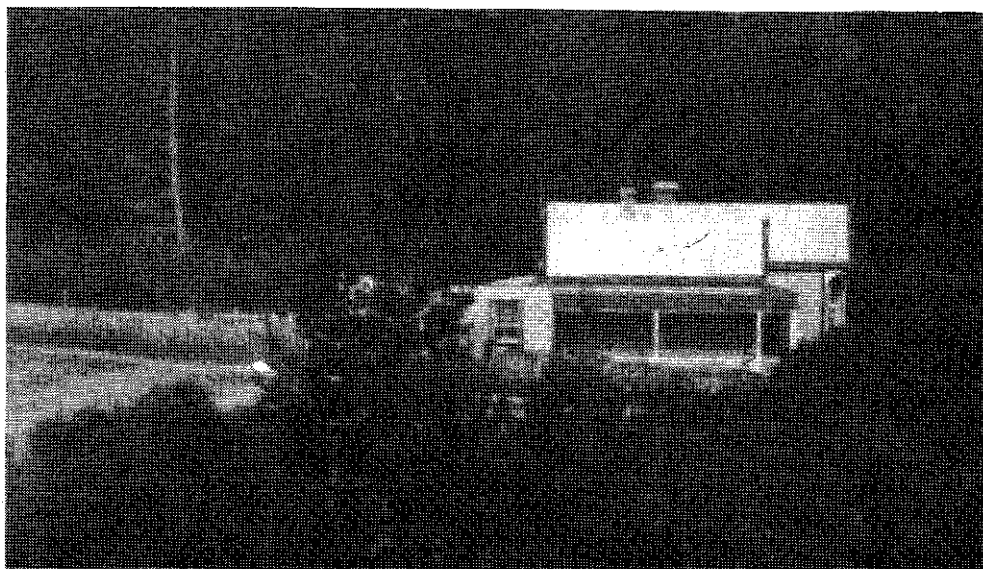
Something more yet remained to be done. The passengers did not consider their lives safe while a portion of the crew remained at liberty, in consequence of the threats frequently made against them. Accordingly a requisition numerously signed, was presented to the Captain by the passengers, requesting him for the safety of the ship and all on board, to put into the nearest port, where the proper measures for restoring discipline could be taken. The Captain assented to the request, observing that his only desire was to protect the passengers in every way in his power. He considered that it would have been a dereliction of duty had he acted otherwise than he had done. It was high time for him to adopt the course he had just taken and not allow the crew to violate all order and decency and to rule with a strong hand as they seemed determine to do.

The ship was then directed to Rio Janeiro, about 1,500 miles distant. A number of the more active of the passengers were appointed to keep "watch and guard" of the several apartments of the ship alternately during day and night. They were well armed and placed under the command of two of the passengers. Every precaution was taken to prevent the rescue of the three prisoners, or the possibility of a fresh outbreak on the part of the crew who seemed rather chagrined and crestfallen at the unexpected state of affairs. They had now learned that they were not to "reign supreme", and override all authority. It was afterwards discovered that the crew had broken into the cargo and plundered a large quantity of various liquors. This accounted for the fact that scarcely a night passed over on which some of the crew were not the worse for drink.

Too much praise cannot be accorded the passengers for the manner in which they supported the Captain in suppressing the mutiny and discountenancing the disreputable conduct of the crew, conduct calculated to bring a reproach on the character of England's mariners. Fortunately no injury of a serious nature was sustained by any of the passengers during this critical period. On Sunday morning July the 4th while some of the passengers were on the "watch", the Captain liberated the three prisoners. He did not intimate his intention of doing so to any of the passengers, nor did he offer any explanation of his reason for adopting this course. I simply record the fact without expressing any opinion on this strange procedure, which caused considerable dissatisfaction.

The Forghams first settled at Stokes Point (Northcote) while they looked around for a suitable piece of property on which to start up their colony. A year after arriving in New Zealand, Mary purchased for £80 (\$160) from the Rev Hamer 88 acres of land situated on the banks of the Upper Waitemata Harbour. The Forghams then set out to develop the property into a self-contained community. I can only presume that the house that the Rev. Hamer had built, mainly as a retreat, would have been too small for the Forghams who were used to living in a much grander style. A new house would have probably been built on the property. They named their house and property "Fern Bank", giving Greenhithe its first name. The name "Fern Bank", would have been chosen because of the luxurious growth of ferns and pongas growing in the gullies and on the banks. Ferns still grow in abundance in this area.

Not much information can be traced regarding the proposed self-supporting community, but it can be presumed that a settlement was started as the Forghams having the finances and the means would not have decided to live in the wilderness away from all civilisation by themselves. Proof of this may be in the fact that many years later when the late Mr Jonkers who owned part of the property was excavating for a tractor shed he unearthed a great quantity of animal bones. The story then told to Mr Jonkers was that a person by the name of Forgham had a slaughter house in the area.



Mr & Mrs Forgham's house - now known as "Grey Oaks"
Acknowledgement: Auckland Public Library

A further story of interest which is told happened when Mr and Mrs Forgham were looking over the land next to theirs. It was while taking a walk one day that they came upon a cave, and on looking inside found a young man and his wife and small baby. The young man was an English lawyer who had just arrived in this country. He had no money and was probably trying to make a living by collecting kauri gum. The Forghams took the family in and looked after them until they obtained suitable accommodation and employment. This man was later to become Judge John Edwin MacDonald of the Native Lands Court. The cave referred to may have been the cave used by the Hunters to store petrol for their launches in the early 1900s. It was known as the "Hole in the Wall" and was situated at the lower end of Oscar Road, but has now been eroded away.

Mr and Mrs Forgham planted many fruit trees which were to form the basis of what was to become in later years a thriving fruit-growing area. Fruit-growing in those days was considered a gentleman's occupation. They would have had chickens, a few horses, and may have had a few cows, hence the story of the slaughter house. Many of the large oak trees in the area were probably planted

by them. The Forghams also purchased in 1872 further property in Greenhithe totalling 109 acres. His land purchases also included large holdings at Ngaruawhia and many other places. These land holdings would probably be the result of him taking up options on his land grants.

In 1875 Mr Forgham decided to sell his business in England to a Mr Henry Roberts, also a boot and shoe maker. The decision to sell may have resulted from them having now settled permanently in New Zealand and it also appeared that his son Thomas was not now working in the business and had moved in 1873 to Staffordshire.

Mr Forgham was also for a short period, between 1876 and 1878 chairman of the Lucas Creek (Albany) School. He was teacher for a period of one week. Being then 73 years old and very deaf the children used to fire pellets of paper and sometimes mud at him. Mr and Mrs Forgham's daughter Annabella had married in 1879 a Mr William Hammond, a widower, and had moved to Woodside, now known as Birkenhead.

The Forghams then decided because of their advanced age and also because of the isolation of "Fern Bank", to also move to Woodside. They had lived in what is now known as Greenhithe for 16 years. It is not known what happened to the commune, but it can only be presumed that most had moved away to make new lives for themselves.

One such person who was sponsored out was an employee of Mr Forgham, a cobbler by the name of Samuel Stone. Mr Stone later decided to branch out on his own and moved south where he started businesses in Napier, Wellington, Lower Hutt and Nelson. In 1890 he became manager of the Auckland branch of the well-known boot manufacturing concern of Robert Hannah & Co. in Darby Street. Six years later Mr Stone purchased the assets of this branch which was to become known as S. Stone & Co. (Stone's Shoes are still trading in Auckland in 1983.)

On the 25th June 1881 Thomas Forgham purchased for £800 (\$1600), 14 acres of land opposite the present Zion Hill Methodist Church in Birkenhead, next to their daughter and son-in-law's property of "Raven Hill".

An extract written by a step-grandchild of Mr and Mrs Forgham, a step-daughter of their daughter Annabella:

"Mrs Forgham whom we all loved and called grandma came with her husband to live at Birkenhead on some dozen or twenty acres of land at the junction of Glenfield and Northcote Roads. (Now Birkenhead Avenue, and Onewa Road). They built a home which they named "Highbury". (The area now bears this name which would be from their home town in South Birmingham.)

The property commanded wonderful views of Auckland, the harbour and Hauraki Gulf. Mr Forgham employed local labour and put the whole area into grass, planted trees an orchard and gardens. He soon had a most comfortable home established. He was a good christian man and took great interest in the establishment of the Wesleyan Church and Sunday School situated opposite his home, which he was largely instrumental in establishing." (Zion Hill Methodist Church).

In 1882 Mr and Mrs Forgham sold the property that they had vacated in Greenhithe to a Mr Henry James Blyth. The same year Mr Forgham died as a result of an accident. The letter goes on to explain:

"He was riding his horse one day when the animal shied and threw him, unfortunately his foot stuck in the stirrup and he was dragged along the road for some distance. Being an old man he never recovered from the shock

sustained and gradually sank to his rest on the 14th June 1882 aged 76. Mrs Forgham for the second time became a widow, but bore up bravely like the splendid woman she was. Everything was carried on exactly at "Highbury" the rest of her life, and she passed away on the 30th May 1903 aged 85."



Highbury House, Birkenhead. - House demolished in the 1930s

Both Mr and Mrs Forgham are buried in the Birkenhead Cemetary. Mrs Forgham had previously in 1887 transferred her property to her daughter Annabella. Later when this property was subdivided the access road was named after Annabella's husband, (Hammond Road).

The following extract, taken from Mr Hammond's diary dated Monday 3rd May 1877, describes how Annabella met her husband.

Visit to "Fern Bank"

"By previous arrangement I journeyed to "Fern Bank" for the purpose of surveying a piece of land. I alighted at Mr Forgham's wharf early in the afternoon. I had often admired the property when passing to and fro little thinking that I was to be led to share its deeper interest although at this moment I did not know our place of rendezvous was here, merely supposing we had landed for convenience on the way, as I had calculated upon the locality as being midway along Lucas Creek. As I walked along the wharf I glanced towards the house and admired its well chosen position, with the neat grounds surrounding it, shaded with pines and shrubs, taking a pleasure, as I had often done before on my tours whenever I have met with instances of cultivated tastes developing the homes of our adopted land. Simultaneously a thrill burst through my heart, such as I never felt but once in my life before and I saw a whole history of a future, as I looked at the scene in the drawing room, a stately and benevolent lady and the graceful and fair youthful daughter, who evidently were noticing the movement of my approach from the open window. In the evening I had the pleasure of being in their society and I was charmed with the gentle ways of Annabella. I saw in her at once the culture of a christian lady, I readily catching her glance as I talked with her mother on my favourite subject of the 10 tribes of Israel and I was agreeably struck with the habits of the family which conduced to a confidence I love to promote.

I had a second visit to pay in connection with the survey. The third time I had a very great pleasure in accompanying Annabella from Auckland. I need

not say that the more I enjoyed Annabella's society I became enamoured which led me to that footstool where along we can seek to be directed and the effect of my suplication combined with many interesting events, convinced me that a great and wise hand was directing me to take the pleasant course laid before me for the accomplishment of the most important stage of my pilgrimage. Mrs Forgham had most kindly given me a warm and open welcome, which was confirmed by a special invitation to spend a Sunday at "Fern Bank". I need not say that I never spent so peaceful and interesting visit anywhere since I had left our native home. After tea at my invitation Annabella in her kindest manner favoured me with her company and we walked beyond the bounds of her pretty home, wending along the paths leading to the cliffs where one of the choicest views can be enjoyed."

Many more visits were made to "Fern Bank" and on the 17th November 1879 they were married and Annabella left "Fern Bank" and went to live in Birkenhead. Six children were born to them over the years. Edith, Hilda, Douglas, Ann (died at 7 months), Miriam and Emmeline.

Mr Hammond was elected to the Roads Board and was a most active member. He persuaded the Harbour Board to build the wharf at Birkenhead. The settlers said that he would never get a cart road down to the wharf and gave him no help whatever. However he continued with the road, but found the grade too steep for vehicular traffic. This is the road up which pedestrians still climb. A further road was surveyed by Mr Hammond which is the one now used. The trail now well-blazed, Birkenhead began to expand with sections being subdivided along this road and large houses being built.

When Mr Hammond had originally settled in Birkenhead there was only one other house in the locality, owned by a Mrs Tizard. Mr Hammond's house was situated on a 30 acre piece of land which he called "Raven Hill". All timber for the house had to be shipped across from Auckland, loaded onto the beach and sledged up the hill to the building site.

On his retirement he sold "Raven Hill" in 1889 and moved to a small farm he had acquired at O'rua Bay near Onehunga on the Manukau Harbour. It was while working on this farm that he suffered an accident of which he later died on the 13th December 1907 aged 77. His body was brought back to Birkenhead to be buried in the Birkenhead Cemetary.

He was survived by his wife Annabella, 7 daughters and 7 sons, 2 others having died in infancy. His first wife Rebecca had died on the 24th September 1877 leaving 9 children. Annabella died on the 12th December 1922.

Henry James BLYTH

Mr Blyth had purchased the Forgham property "Fern Bank" in 1882 for £200 (\$400) with £100 (\$200) deposit, and at an interest rate of 7% per annum, due monthly.

Henry James Blyth was born in 1834, the son of a Dr Alexander and Ann Blyth. Dr Blyth was a naval surgeon and his family originated from a long line of naval officers. One of their ancestors being Lieutenant Fynmore R.N. who was a volunteer on the "Africa", a battleship which fought alongside Lord Nelson's ship "Victory" at the battle of Trafalgar. It was therefore not surprising to find that in his youth the young Henry was apprenticed as a midshipman in Her Majesty's Navy, (Queen Victoria's). However, Henry was chronically ill with sea-sickness, a humiliating experience for the son of a sea-going family, so a shore position was found for him as a clerk in the British Admiralty Offices in London. He rose to the position of Chief Clerk of the Transport Department in the Admiralty. After twenty five years of service he retired on a pension at the age of 45.

Now a widower he decided to commute his pension and take his family out to the new colony of New Zealand and in 1878, together with 4 of his 5 children he left their hometown, Stone, in Kent and embarked for New Zealand on the sailing ship "Wave Queen". The "Wave Queen" of 853 tons, built in 1860, was one of the first ships chartered by the Shaw Saville Co. to bring immigrants to New Zealand, having first sailed to Dunedin in 1863. On Mr Blyth's trip the ship's master was a Captain Perriam and the voyage was to take 110 days. The "Wave Queen" made many trips to New Zealand, but in 1892 she was in a collision with a steamer off the coast of Dublin, Ireland and sank.

Mr Blyth describes the trip out to New Zealand in a letter to his son Harry who stayed back in England. Harry was to come out to New Zealand at a later date.

"Claremont House, Nelson, 20th April 1879

My dear Harry,

We dropped our pilot on the 24th December and soon after a heavy easterly gale set in, driving us clear of the channel and testing the seamanship of our Captain and the crew to the utmost. In this gale as the Captain afterwards informed us we had a very narrow escape of collision with a ship bound up channel. The Captain sighted a red light very close to us on the port bow. Presently the green light too became visible showing the vessel was coming straight on to us. The Captain said for a moment he felt his hair stand on end with horror as a collision seemed inevitable and if that had occurred considering the pace we were going with a heavy sea running both ships would probably have foundered. However just in time the Captain altered our course and the ship passed close astern of us. I can give you no idea of the alarms to which we were subjected that night. The ship rolled tremendously. The crew on the whole was a weak and inefficient one and they were for a long time unable to shorten sail to the extent required. The bar steward was an utter imbecile, totally unfit for his post and I think at times a little demented. He had neglected every precaution for securing the crockery and I believe had piled up the whole stock on the pantry tables and shelves. All night long in our cabins we heard crash after crash as the dinner and tea services of which there was an ample supply on board fell on the deck and was smashed to pieces. It is no exaggeration to say that in one night we lost 3/4 of our stock and were consequently reduced towards the end of the voyage to drinking out of jam pots and bottles cut in halves, while the soup plates would not go round and saucers were substituted for cheese plates. One of the swing lamps burning paraffin oil also fell crashing to the ground and the other was just falling when the Captain, who was passing just caught it in time. The seas struck the sides of the ship like heavy explosions and in the midst of all these dire noises it was not reassuring to hear the Captain when he came down to the saloon sighing deeply and wishing audibly for daylight. I was very sick during the storm and so didn't very much care whether the ship foundered or not. This was the beginning of my illness and for a whole month I was every day sick, and at intervals was so for the remainder of the voyage, having at all times an indescribable feeling of nausea which made life a burden to one. The sheep pens were smashed in this storm by a heavy sea and one of the wretched animals was found four days afterwards down in the main locker where of course he had been without food and water. About 50 ducks were also discovered on the deck, but as there was a large supply of poultry on board we did not miss them much. The table would have been fairly well supplied had the steward known his business but there was excessive waste and extravagance at first, from which we suffered in the last few weeks of the voyage. I must not forget to tell you that after the Pilot left us a stowaway boy about 16 turned up in the ship. He was immediately set to do all the dirty work of the ship and appeared perfectly contented to work his passage out in this way.

We had heavy weather with contrary winds off the Bay of Biscay and were rolled about in our bunks like casks. In the tropics we saw of course flying fish and one of them came over the side and was inspected by us all. The wings are much like that of the bat, the body being somewhat smaller than a herring. We saw also swimming to and fro across our bows some dolphins, most lovely creatures gleaming blue with a delicate phosphorescent light. The Mate formed a martingale with a kind of three pronged instrument, speared me one of them, but unfortunately was not successful in bringing it on board. We did not sight many other kinds of fish, but saw some huge grampuses, the ubiquitous porpoise and when near New Zealand the shark, an ugly looking customer about 6ft (1.8m) long basking on the water with just one fin above the surface. Of birds we were attended nearly the whole voyage by albatrosses, cape hens, mutton birds and Mother Cary's chickens, the latter a pretty little black and white creature that flits about the waves like a butterfly, every now and then just touching the water with its small claws. We caught some albatrosses and cape hens. The former are caught in calm weather by floating a line with a bait of pork and a hook overboard and letting it gently go astern. If there is any strain on the bait the bird will not touch it. Warren caught one in this way which measured over 11ft (3.3m) between the outstretched wings. The bird was most exquisitely marked, the wings black and white on the outside and snowy white inside. The body being white with delicate pencillings of black in wavy lines. The bird has rather a long neck and large hooked beak. We also caught some cape hens a large bird in shape, like an albatross and of a mouse colour. The first we caught with a small piece of wood attached to a string and as the bird was flying to and fro close to our stern he dexterously threw the line across its wings where it became entangled and the bird was drawn on board. It measured 6'3" (1.9m) across the wings. It is curious that as these birds, when set down on the deck can only slip about on their feet, not having sufficient play for their wings to enable them to rise. It was amusing to see the gravity of the cape hen as it stood looking solemnly around it with its large round black eyes among a crowd of laughing passengers and every now and then made a dig at the legs of the nearest. In the water these birds scuttle along the surface for a few yards until they get sufficient way on to rise. Warren caught another by ascending to the rizen top from whence he trailed a line with a piece of wood attached over the stern. As the birds flew by he managed to jerk the line over the wings of one and so hauled it on board.

Our berths were very wet and damp nearly all the voyage out. The ports were closed in bad weather by means of wooden lead-lights hammered in with a maul on the outside of the ship. These fitted very badly and the water was shot in through the crevices in jets which in a few hours swamped our cabin floors so that the water was sometimes two or three inches deep. You can fancy how uncomfortable this was especially in the cold weather when we went down to about 50 degrees south in search of a fair wind. Most of the ladies and some of the men suffered from chilblains and I felt the cold very much as also did Emily, but the others seemed to bear it very well. The heat in the tropics was never very great. I think the highest temperature in the shade was 81 degrees (27 degrees C) only.

Ours was a dull ship, there was few amusements on board. The girls and I started a newspaper but after the first number, most of the contributions sent in were of a scurrilous character so that we considered it best to drop it. Besides, the labour of copying the papers sent in was rather too much for the one or two persons who volunteered for this. Soon after crossing the line we were enlivened one day by an assault upon the Captain by one of the crew on the poop.

It began in this way. All hands were called up to haul at the main brace. The Second Steward who had to assist on these occasions in getting hold of the rope gave this man a slight push. I was standing by at the time watching the operation and to my astonishment I saw the man let out right and left at the Steward. The Second Mate asked what he was about (a needless question!) when the man rounded upon him also. The Captain had meanwhile ordered the brace on the other side to be hauled taut but had not witnessed the assault upon the Steward and Mate. All hands went over to the weather side and the Captain hearing this man growling ordered him to go to leeward but the man's blood being up, he let fly at the Captain too who in a moment seized him and threw him on the deck. The man feeling himself overpowered felt for his knife which was in a sheath at his waist, but one of the passengers, a Major Minitt late of the 18th Regiment, seeing what he was about, seized the knife before mischief could be done with it, and handcuffs being soon applied by the First Mate the man was taken below and locked up in a spare cabin off the saloon where he remained for the rest of the voyage. Strange to say the day after arriving at Wellington the Mate reported that the man had escaped, the door I believe being conveniently left open for him as he was seen going over the side as we were at breakfast one morning. The Captain, I believe, thought the man was punished sufficiently by his long incarceration and did not want the bother of prosecuting him.

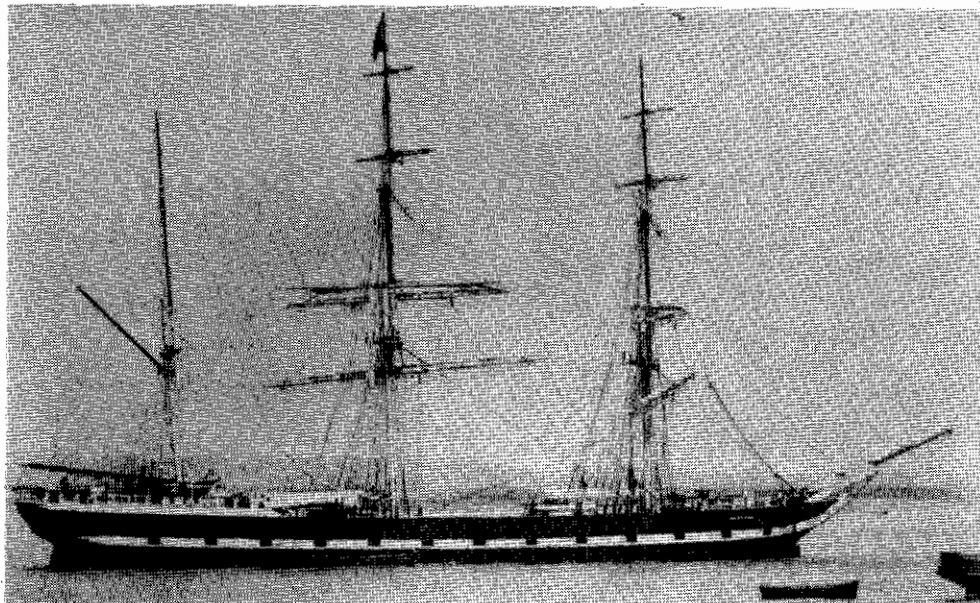
The next exciting incident occurred on the 11th March when the First Mate jumped overboard. He was a vain conceited kind of man, a cousin of the Captain, who had been warned not to take him on the voyage, but would not heed the advice he received. He was a great mischief maker on board, making love, although a married man, to one of the girls in the steerage and having the impudence to send a valentine of an amatory character to one of the young ladies in the saloon. He had several rows with the Captain. During the early part of the voyage he behaved generally more like a pettish schoolboy than a seaman of nearly 40, on the last occasion he refused to do duty. The Captain gave him some hours to consider his conduct and at the expiration of the time as he did not return to his work he recorded his proceedings in the Official Log. During this time the Mate was in a highly excited state although he exhibited no signs whatever of insanity. On learning however that he had been logged he asked one of the passengers to intercede with the Captain to have the record expunged. This the passenger promised to do, but 10 minutes after, the Mate rushed up the stairs to the poop and saying goodbye to the Captain, to a Miss Simmonds and to Laura who happened to be on deck at the time, he threw himself over the stern railing, holding on for a few seconds by the spanker boom sheet. The Captain rushed up to endeavour to save him and was reaching over to grasp his hand when he let go and fell into the sea. He immediately however began to strike out for the ship which was going at the time 5 knots but was soon lost to sight among the waves and in the waning light. The Captain brought the ship to and lowered a boat as soon as possible, but I felt it was hopeless to expect any results from this as the evening was fast closing in and it would have been dangerous to let the boat be away many minutes. As it was, the boat lost sight of the ship, as her crew informed me, in a few minutes and it was only by seeing the flash of our gun which we fired and the sky rockets we sent up that they found their way back, the scene was certainly a most dramatic one. There was the Captain with one foot on the stern rail holding aloft a blue light, one of our passengers firing the rounds, the Major and I working away at the signal gun and Warren up aloft in the topsail with a blue light, the women with scared faces looking on from the main deck, poor Laura who had seen the unhappy man go overboard, almost in hysterics, while the Captain was now and then roaring out orders like a madman. Of course this untoward event was a subject of universal discussion for some days. Some came to the conclusion that the man was mad at the time, but I hope I am not uncharitable in supposing that mortified vanity and a desire to spite the Captain was at the bottom of his foolish accident. He was not a tippler and at times was full of fun and spirits, perhaps the last man you would suppose would do so foolish a thing.

After this, nothing very serious occurred until we were off Tasmania. Our principal amusement consisted of walking up and down the poop talking over the last piece of ships scandal, playing chess and occasionally a rubber in the evening. All the girls learnt to play chess fairly well during the voyage, but Grace, at one time for some days, was champion of the whole ship, beating me, a Mr Simmonds, an old gentleman who played fairly well and all who opposed her. This lasted for some time until I pulled myself together and managed gradually to beat her. Warren made some capital boats on the voyage having made friends with the carpenter who allowed him the run of his tool chest. He made a pretty model of the old "Wave Queen" with fore-castle, poop, poop rails, deck houses and everything complete. One of the steerage passengers kindly painting it for him in a highly effective manner. He was very handy in going aloft and would go out and loose or furl the main royal as well as either of the ship's boys, besides being always ready to trail on to the main brace. If I missed him for a little while I always knew where to look for him, either in the tops or out in one of the yards.

Our next sad experience was off Tasmania, when in a heavy gale of wind one of our saloon passengers, a Mr Graham, a young, handsome, athletic fellow of 23 was washed overboard. This is how it occurred. There was a tremendous sea running and our ship was kept before the wind - every now and then a sea breaking in upon the main deck over the bulwarks. I had been in my bunk all the morning, suffering from seasickness as usual in bad weather. About 4 o'clock I turned out and the weather being cold, put on my big overcoat and was going on the poop to watch the seas which were a great sight in such weather. I had proceeded through the saloon and along the passage leading to the main deck and had my hand on the door about to open it when a tremendous sea rolled in over the bulwark filling all the after part of the main deck up to the level of the poop deck. In a moment the door I was about to open burst in, I was knocked down and swept right up the passage through the saloon on to my cabin door where I picked myself up and stood up to my waist in water. Your sister's cabin door was open and the cabin immediately flooded. Emily was lying down at the time with a child sitting on a box talking to her. The box with the child upon it was floated up to the side of her bunk and Emily lifted the frightened youngster up beside her. I meanwhile presented myself to them like a half drowned shaggy dog and begged them both not to be alarmed for Emily looked as you may imagine, rather scared. Meanwhile the water was pouring down a water-tight compartment which served as storage for cabin provisions, access to which was obtained down a hatchway covered by an open grating instead of as it should have been by a closed hatch. Seeing, however the water rushing down in this way I took off my overcoat and covered the grating with it, keeping it down with a shutter which I stood upon until the carpenter came in to secure it. I had previously called the Captain's attention to this open grating especially after one night in which a sea had broken into the saloon after we had all turned in, but the Captain I suppose was wise in his own conceit and did not take the warning given to him.

You may judge of the effect of this neglect when I tell you that on sounding the day after the storm, we found 15 ft (4.5m) of water in this compartment. Had it filled to the brim as it might have, the ship would have had her stern so brought down that the heavy seas would probably have swamped her and some of our lives if not the whole box and dice of us been sacrificed. While this was occurring in the saloon a whisper came around of 'a man overboard' and as Warren was on deck at the time I began to have fears on his account, but presently one of the married ladies came down from the poop and with a horrified look whispered that Mr Graham was the victim. I shall not forget the scene that soon ensued. One of the ladies went off into violent hysterics. Mrs Graham, whom her husband had only just a minute before brought to her cabin, opened the door, and looking out asked what was the matter and whether I knew where Mr Graham was. I told her that he could not leave the poop for the moment, with which answer she appeared satisfied for the moment although she was awfully frightened by the look of the saloon all flooded with water. Presently however she saw one of the other passengers whom she knew had been on the poop come in and then the awful event could no longer be concealed from her. Her screams when she was told of it yet ring in my ears and for 2 or 3 days we heard nothing but moans from her cabin. It was certainly a sad fate for so young a man to be torn away so suddenly when we were so near the shores of New Zealand. At the time the sea came in Mr Graham was walking along the main deck towards one of the deck-houses to have a smoke. The sea caught him on his way and sweeping him aft carried him over the bulwarks in a moment. He did not however lose his presence of mind, but struck out for the ship immediately and as the patent log was towing astern he managed to seize it and clung desperately to it for a few moments. His hands must have been cut to the bone by the tremendous strain upon them. The Captain pulled him in about 2 fathoms when he was obliged to let go, but even after that he was seen to strike out, reach and cling to a large door that was washed overboard. It was utterly impossible to lower a boat or bring the ship to in such a tremendous sea and it was heartrending to think that nothing could be done to save the poor fellow. Fortunately for us the wind and sea soon afterwards began to go down and we shipped no big seas after that one. Had the saloon door been open at the time the wave rolled over, the saloon would have been filled up to the skylight and I should probably have been smashed by the sea or at least stunned and stood a good chance of being drowned afterwards. Poor Laura and Grace too, witnessed both these calamities as they were both on deck at the time. Laura got it into her head that I was the next victim and when I met the poor child she was in a frightful state of nervous excitement. It is rather curious that there were grave doubts as to whether the lady who accompanied Mr Graham and who appeared a quiet inoffensive person was really his wife or not. They came on board at Greenhithe (on the Thames) but previous to their doing so a gentleman had come off to the ship to enquire for them. He remained on board until their boat came alongside when he stepped into her and began an altercation with Mr Graham declaring that he would take the lady back and calling out in a loud voice to Mr Graham to "go home to his wife and child". Singularly enough, at last Mr Graham came on board alone and allowed his alleged wife to be taken on shore by the visitor. He however offered £10 (\$20) to the waterman if he would bring Mrs Graham back to the ship and sure enough when we arrived at Gravesend a boat came off with her and she got safely away. When poor Graham was drowned his "wife" told one of the ladies that her marriage certificate was in her husband's pocket, a rather improbable story. She was still more to be pitied if she were not his wife, being left in a strange country without a single friend and with very little money in her possession as of course she could not touch the money Mr Graham had sent out by letter of credit.

"Wave Queen"
Photo: Auckland
Public Library



After all these sad scenes you can imagine how anxiously we looked forward to sight the shores of New Zealand. I must mention that we had 3 deaths from natural causes during the voyage, 2 young children, and an elderly man who came on board in a very sickly condition and died in the tropics one evening about 6 o'clock and was buried at midnight. The service over his remains was a very solemn one. Everybody in the ship was present. The Captain read the service by the dim light of a lantern while we all stood silent and sad around. Death on board a ship seems to impress one with a deeper sense of our mortality than it does on shore. The plunging of the body into the water seemed to me an uncanny mode of burial and one that I could not contemplate in a philosophical spirit.

How delighted we all were when on the 5th April we sighted early in the morning the bold shores of our new home, a range of dim blue mountains rising up from the sea. The day was brilliantly fine and exhilarating. A strong southerly wind sent us bowling along at the rate of 12 knots an hour, the sea was comparatively smooth and all the invalid kinds like myself began to preen their wings and chirrup as if they had never known what it was to be down in the dumps. The dim mountains came nearer and nearer into view and soon we saw the outline clear and distinct against the bright blue sky and very beautiful they were in the varied shapes, some like

gigantic crags ragged and irregular, others regular as the pyramids and all clothed either with bright green grass to their summits or with dark almost black bush or forest. It was certainly a beautiful sight to our sea-weary eyes as we sailed up the coast. There was one curious mark in one of the hillsides which we watched with much interest. It was like a large white kite flying in the air with the tail blown out in a curve by the wind. The effect is caused I believe by a landslip exposing a mass of either limestone or white quartz on the hillside.

After rounding Cape Farewell we sailed away for the straits and expected to reach Wellington on Sunday the 6th April but the winds fell light and contrary and we beat about until about 2 o'clock on Tuesday morning when we were off Wellington Harbour and sent up a rocket for the Pilot. He, however, did not bother himself to come off to us until breakfast time and then as both the wind and tide were right out of the harbour we made little or no progress until the afternoon when a ramshackle old harbour tug came out to us and for a small fee of £10 (\$20) dragged us at the rate of about a mile an hour up the harbour and so we finished our long eventful voyage about 4pm being brought up snugly at the jetty just off the town. The steamer for Nelson did not leave until Friday so we had 3 days to stay on board our old ship and plenty of time to have a good look at Wellington. The town is beautifully situated on a narrow strip of land at the foot of high hills overlooking a magnificent sheet of almost land locked water of some miles in extent forming a splendidly secure harbour in which all the fleets of the world might ride with safety. From the town the entrance which is a narrow passage between hills made still narrower by some rocks which crop up at intervals halfway across cannot be seen, so that the town looks as if seated on the shore of a lovely lake. The scenery around is hilly like the coast line and we were never tired of watching the effect of sunshine in colouring the green and brown sides of the hills which were sometimes bathed in a glittering sunlit mist.

We experienced none of the high winds for which Wellington is notorious but while we were there the days were warm and bright and the air very fresh and hope inspiring. The town extends partly up the hillsides and away through a valley leading to the sea to the right of the harbour mouth. I was struck with the broad and well paved streets and the number of large buildings public and otherwise scattered about. Many of the shops would bear comparison with any in the Strand, while there was a feature new to us all, a steam tram car traversing the principal street and as I saw very well patronised by the public. It was perfectly noiseless and smokeless and its motor seemed to have no effect upon the horses passing it. The houses in Wellington although mostly built of wood like those in Nelson have great architectural pretensions. Some of the private dwelling houses are quite artistic with their verandahs and picturesque gable ends and pretty creepers trained on the walls. Altogether Wellington has a wonderfully bustling and go ahead look and is destined one day to be a great town, it is a pity there is not more level land by the water but this has been to some extent obviated by the reclamation of some acres from the sea which are formed into large wharves and quays which lie right along the front of the town where many large ships were loading and discharging. Land in Wellington itself is almost at a fabulous price but speculators seem never to tire of purchasing it and they find it to their account to do so as every year the land increases in value.

On Friday we took leave of our old ship and some of our friends who had landed at Wellington and in a small coastal steamer called the "Wellington" we started in the evening to make the trip first up Queen Charlotte Sound to Picton and then on to Nelson. It was, unfortunately, night when we entered the Sound but there was some moonlight as we steamed up this romantic sheet of water which is about 18 miles (28Km) long with the hillsides rising abruptly on either side and the channel so narrow that in many places we could almost throw a stone on shore on either side. Picton was reached about 11.30 pm and then we all turned in with a determination to be up again at 5 am to see the steamer shoot through the French Pass a very narrow entrance to the channel between D'Urville Island and the mainland where at certain times of the tide the water rushes through like a cataract.

Meanwhile a rather amusing incident occurred in our cabin which we were to share with Major Minitt and his young son, fellow passengers with us in the "Wave Queen" who were going on to Auckland. The Major, an Irishman late of the 18th Regiment, as I had observed was rather too fond of the bottle and was frequently put to bed by his wife in rather a helpless state. On this occasion however his wife could not look after him as she had to go to the ladies cabin and shortly after Warren and I had turned in, the Major presented himself at the cabin entrance partly undressed and in a very obfuscated state. He stood a long time making vain attempts to divest himself of his nether garments and presently began to consider which was his bunk at last arriving at the conclusion that the one in which I was stretched with my clothes on was the right one. A light was burning in the cabin so that his vision must have been very much impaired not to see me. At last he felt along by my feet and coming to my trousers began slowly to turn them up mistaking them for the bed clothes. I could stand this no longer and Warren waking up about this time we burst into fits of uncontrollable laughter at which the Major looked the more obfuscated than ever and making a final desperate attempt on his nether garment he sank on the floor with his head on a portmanteau and I charitably covered him up with his bed clothes. This however he would not put up with and staggering once more to his feet attempted to climb to his bunk on the opposite side. At last I turned Warren out of the lower bunk and turned the Major in with all his martial clothes around him where he slept the sleep of the toper until morning.

We were up at 5 am just as the steamer was entering the pass but as ill-luck would have it the tide was just at the full so that the water was as smooth as a mill pond and we steamed on at the usual pace until clearing the channel we entered Blind Bay and coasting the eastern shore which had the usual hilly scenery and about 9 o'clock we were outside the remarkable Boulder Bank waiting for the tide to take us over the bar into the harbour. At about 10 o'clock we steamed in and were soon alongside the jetty and collecting our traps to go ashore. The harbour is formed by a most extraordinary looking bank formed of large boulders which stretches some miles out from the shore enclosing a large sheet of water with a narrow entrance at the western end admitting at high water ships drawing 17 feet (5m). The Boulder Bank has the appearance of a large breakwater formed by art and there is a tradition among the Maoris that it was thrown up by some great convulsion in a single night, not an improbable event as shocks of earthquakes are occasionally felt at Nelson but more severely still at Wellington. We soon got into lodgings in the town, comfortable but rather too expensive for a prolonged stay and we are now looking out for a house to rent for 3 or 6 months until we can look about us and seek a permanent home. The city of Nelson, as our friends here delight to call it, is beautifully situated in a valley stretching up from the sea. The town is beautified with trees and shrubs of all descriptions and looking down upon it from one of the hills reserved as a public ground with a zig zag path leading to the top, the view is simply charming. The town with the houses peeping through trees, some of them perched on the hillside are solidly built, has broad well made roads and houses that for picturesque and quaint appearance would vie with any English country town in existence.

The houses are mostly built of wood but as at Wellington they are not mere square boxes but have a delightfully artistic touch about them, the verandahs running in some instances all round the walls break their monotony, while the flowers, trees and shrubs about them have the most pleasing effect and redeem them altogether from the common place look of many English cottages. From the hill top, the harbour about a mile off with its small wharf is within view and the broad sunlit bay beyond with the mountains on the opposite shore rising blue from the sea and forming a beautiful background to as charming a scene as I would wish to look upon.

If Nelson with its many attractions were on the English Coast it would outrival Torquay or any other famous watering place on the coast. There is a beautiful clear and swift stream called the Maitai flowing through the town, its course lies between a range of lofty hills at the back and I took a walk up it of about 2 or 3 miles this afternoon, the scenery being very romantic, some of the hillsides being steep and rugged, others clothed with grass to the summit and some covered with trees and bushes. Large willows here and there hang drooping over the water which in some places flows smoothly but swiftly on its course and here and there tumbles over its stony bed like a torrent. Trout have been placed in this river and some of large size are now to be seen but only a limited period of the year is allowed for fishing in order that the fish may multiply the faster. The town has a most excellent and plentiful supply of water of the finest quality, a small hill stream being dammed up above 300 ft (90m) above the level of the town whence pipes are laid on to every house, the water being always ready and no cisterns required, the overflow of the dam forms a small and pretty riverlet which joins the Maitai near the town. The town is supplied with gas, the drainage however is not all that could be desired but I have not yet encountered any evil smells. House rent is not very dear, a house of 7 or 8 rooms with from half to an acre of ground ranging from £40 (\$80) to £50 (\$100) a year. There is a house of this description with about half an acre of ground to be sold for about £400 (\$800) but I shall not be in a hurry to invest in this way as I should prefer to go a little way out of town and get a few acres which I could probably buy with a small house upon it for the same money. There is a railway running through very pretty country about 20 miles (32Km) out with stations at intervals. I should go in for fruit growing which is an inexpensive way of utilising a few acres and a very profitable way too. Provisions are fairly cheap at Nelson. Meat, mutton and beef of the best kind are from 4d (4c) to 6d (5c) per lb and sometimes less, bread 7d (6c) per 4 lbs about the present price at home. Potatoes 5/- (50c) per cwt. Cabbages very cheap but fruit strange to say dear, the usual price for apples being 6d (5c) per lb. It is the labour one has to pay for in these things. You might go into an orchard and pick and eat as much fruit as you like but if you asked the proprietor to pick you an apple he would perhaps charge a penny (cent) for it. Sugar is 5d (4c) a lb, beer very dear, colonial ale at the hotels and public houses being 3d (3c) a small glass and from the breweries 2/6 (25c) a gallon. The ale however is really very good but since I landed I have almost been a teetotaler, to make up for this however every meal is rather a heavy one, hot meats, jams, honey etc, being provided at both breakfast and tea and the dinners here being in the most liberal scale, with variety enough to tempt the most flagging appetite. All the English fruits grow to perfection in this fine climate and grapes in sheltered positions ripen in the open air, peaches and nectarines are grown as standards and yield abundantly. Since our arrival the climate has been simply delightful. For the first two days the air was close and warm like that of Devonshire but after a heavy shower of rain the clouds dispersed and days of brilliant sunshine bracing weather have followed, the morning and evening being deliciously cool and the days like some rare sunny ones in September at home only a little warmer. We have already had numerous visitors, the wife of the Bishop included. Everybody seems very kind and hospitable and willing to help one in every way but I think it best to do all one can for oneself.

I remain
Yours affectionate father
H.J. Blyth.

Mr Blyth first purchased land in Wellington, Nelson and a 55 acre block in Waimea (Nelson) where he and his family settled until 1882. It was while in Nelson that his eldest daughter Emily, in 1881, was married to the Rev Alfred Watson-Hands in Brightwater Church. Rev Watson-Hands was to become incumbent at Ashburton and later at Southbridge, Christchurch. He later accepted a position back in England and left New Zealand in approximately 1886, his wife and two children Margaret (Marge) and Alfred (Arthur) following a year later.

In 1882 Mr Blyth decided to move to Auckland and purchased Mr and Mrs Forgham's property. On this piece of land he decided to establish, with the help of his son Warren, an orchard comprising plums, pears, lemons, but mainly apples and peaches. Some fruit trees had previously been planted by Mr and Mrs Forgham and these provided the nucleus for this venture. It was not until 1887 that the orchard was producing enough fruit to send to the Auckland markets. The years up to 1888 were spent in planting and developing the land and were very hard and lonely ones for the Blyths. Money was scarce as most of the trees had not reached their full maturity.

In a letter from Mr Blyth's daughter Laura to her brother-in-law in England she describes her fears and anxieties.

June 13th 1888.

"I often feel grieved at father's life with its barrenness and isolation and at the continual anxieties to which there seems no end. The wrong step of

course was taken in bringing us out here, but that cannot be helped now and now we seem hemmed in on every side and I see no hope of getting out of our present way of life. I feel I might have been better brighter and pleasanter under different circumstances. The best years of my life have passed in useless repinings and longings. Grace has been taken out of the narrow groove of life here and is leading a very happy life with her friends the Pollens".

Grace, Laura's other sister was later in 1890 to marry Canon John Elliot Fox, M.A. In 1893 they settled at Waerenga-a-hika, 8 miles (13km) north west from Gisborne, Canon Fox becoming Vicar of Turanga. They had 2 sons and a daughter.

In a letter 6 months later Mr Blyth also writes of his loneliness in Greenhithe and his despair of not returning to England.

November 1888

"The life here is very lonely for me and I often wish I could get out of it. It seems rather a waste of life for both Laura and myself but I see no way of altering it at present. We must just keep on in the forlorn hope that things will improve with time. There are some cruel things in life which it is hard to account for and we can do nothing but submit, I begin to get quite despairing as to the prospect of a trip back to England."

Life at Greenhithe for Mr Blyth and his family was far different from that which they led in England. They found in New Zealand a lack of the cultural and social activities to which they had become accustomed. The majority of colonists were artisans and labourers and many of them were illiterate. The Blyths found life in the backblocks of Greenhithe lonely, their main social outlet consisted of visiting and being visited by a few socially educated friends. To relieve the everyday existence many excursions were made on his yacht up the harbour to Riverhead, down to Auckland and over to the islands in the gulf. Good books were also read and Laura would make a trip each fortnight to the new Auckland Library just opened in 1887. (In 1971 this building was closed as a library and is now the Auckland Art Gallery). In those days books written by acceptable authors were the only ones to be read: Dickens, Marryat, James Fenimore Cooper, and Charles Lever, to mention a few.

Extracts from letters written in 1888 by Laura and her father to relations in England give us insight into the social conditions of the times.

"I wonder if you have read Cellini's "Life", it is a fascinating biography and gave me my first real glimpse of the glory of Italian art. Cellini's morals were questionable but I suppose not worse than the age he lived in. I am afraid reading a book like that gives one a deeper disgust with colonial life in a country without history, art or architecture. How stupid one would feel going from here abroad. I spend most of my spare time in reading in a disgusting way. The library is worth going to".

Benvenuto Cellino, Italian goldsmith, sculptor and writer, 1500-1571. In his autobiography he writes about his aggressive personality, quarrels and murders which force him to move from town to town. A great sculptor he produced many works which now can be seen in the Louvre and the Victoria & Albert Museum.

Mr Blyth suffered what we would now call a "culture shock" when he came to New Zealand. Having been used to professional theatre, classical soirees etc, he found it quite hard to accept non-professionals and of all people, artisans or as they were referred to in England "working class", trying to copy and undertake the cultural activities usually reserved for the professional or the upper class in England. Many of his letters express his amusement at the goings on of these new colonials.

"The evening out was donated to music but the programme was a very poor one indeed and the performances generally below mediocrity. One young man sang a pathetic ballad about his mother which provided convulsions of laughter of which apparently he was entirely unconscious. The weeping parts of his song were killing and I can fancy if you had been there how the tears would have rolled down your cheeks but not alas, in sympathy. One is amazed at the conceit and the ignorance of these young colonials in venturing upon things of which they have not the smallest possible knowledge and upon which they have no natural bent".

"I rowed up to the Wallis's a fortnight ago. The doctor was out but Mrs Wallis was at home, looking so wretchedly worn and thin, her face like parchment. Her costume was laughable, like that of an old witch. She received me most affably and as I had brought a cheque with me for the doctor, she actually invited me to take some mountain dew, which however you will be astonished to hear, I firmly declined. It must be a sad thing in her declining days to be so isolated. What a life the pair seem to lead, about ten degrees more lonely than mine. I met her in town one day and she told me that this was her first trip for 12 weeks".

Mr Blyth had taken out a mortgage on his property with Dr Wallis. Rev James Wallis, Surgeon, was born in Aberdeen Scotland in 1825. He and his wife Elizabeth arrived in New Zealand in 1865. From 1877 to 1881 he was to become MP for Auckland City West and was a strong supporter of the Women's Suffragette Movement which he campaigned for through parliament. He was also a minister of St David's Presbyterian Church in Auckland. In 1881 he sold his property in Auckland and moved up to Riverhead where he had a small farm. He spent most of his time in what was called his 'retreat', a library situated in a shed down by his private wharf. In later years he returned to live in Auckland.

"Laura and I went over to Hobsonville yesterday afternoon. Poor old Clark has been ill off and on a great deal all winter. He looks a good deal broken down but is tolerably cheerful at the prospect of the warm weather coming on. Business at the works is pretty active and old Clark thinks this is a better time commercially than there has been for a long time.

We met a Mr Worboys, a Presbyterian Minister there, quite an unfortunate and vulgar type of man. He came out from Cockney-land 4 years ago and might have been, as far as manners and exterior will show, a commercial traveller. His talk, to suit his hearers I suppose, was of a very practical character. His remarks were pretty shrewd and sensible and his leanings were towards honesty which is really ridiculous out here. I am going into training myself for a thorough rogue and am just considering how we can best plug up the codlin moth holes in our Pippin apples so as to pass them off as sound.

The Hobsonvillites are ascending in the social scale. They have invested in a set of lawn tennis and have invited Warren over to teach them the game. Fancy a gang of brick and tile labourers at home going in for lawn tennis, it is really very amusing, high life below stairs with vengeance."

Mr Rice Owen Clark was the first settler in Hobsonville having moved there in 1854. He was later to establish a pottery employing up to 200 men. A wide variety of products were produced, tubs, pipes, blocks, chimney pots etc. This pottery was to become the forerunner of New Zealand's largest pottery, Crown Lynn, now part of Ceramco. Mr Clark died on the 16th of June 1896, aged 80, and is buried in the Hobsonville Cemetery.

"By the way, that dirty old scotch cap of mine that I had worn for centuries blew overboard the other day from the yacht and was immediately swallowed by a shark who came up and looked at us as if to ask for more. I have tried at

all the shops in Auckland to get a real "Tam o' Shanter", not one of those loose bags called by that name manufactured by sentimental young ladies, but one of those closely woven thick genuine affairs made in the Highlands which last for ever".

Sharks were very prominent in the harbour as there was not a great deal of sea traffic to disturb them and extra care was necessary when bathing. The Maoris in the earlier days would send expeditions from hundreds of miles away to catch these much sought after delicacies.

"The Harbour Board, at my instigation, has put up a pile beacon to mark the shoal opposite the sugar works, (Chelsea), so we shan't stick there any more, I hope."

Mr Blyth, it appears, had managed to get his boat and himself stuck on one of the rocks. The rock afterwards becoming locally known as "Blyth's Folly".

"I am now moving them to build a small shed at the end of Hobson Street Wharf and to put a man in charge to take care of dinghies etc. This would be a great convenience to the small traders and to yachtsmen as at present we can never make sure of finding our dinghies if we leave them for a moment.

I have found what appears to be a large seam of iron ore on the place. I had noticed years ago a lump of ore on the surface in the gully near the cottage where the horses drink. I shall consult some geologist some day about it."

"Monstedt and his wife came to see us on Sunday afternoon. While he was talking an ominous looking paper packet kept falling forward from his coat pocket. Monstedt with a self-conscious look kept thrusting it back, but as for me, suspecting what was coming, I lay low. Presently when Mrs Monstedt and Laura had left the room the package was produced and opened. It contained another batch of poems for my criticism. It is really quite a paradoxical puzzle how with so little knowledge of the language originally, he in so short a time should be able to produce anything so good. I am afraid, however, it is rather against his persevering with the more useful and necessary work at his land but he seems to have no ambition to push his way in the world."

It may have been that Mr Monstedt's interest did not lie in the development of his orchards, for a few years later he took up his trade by establishing a blacksmith shop. A write-up on Mr Monstedt, also an early Greenhithe settler, is found in a later chapter.

"We are going to be quite gay tomorrow. Miss Prideaux is coming down to stay till Monday and Mr Bates and Miss Watson for the afternoon. Warren's friends, the Binneys, are also coming. This I rather regret as they won't mix well with the others. On Sunday the Fergusons are all coming in their boat so we shall have some fun. Miss Prideaux is, I believe, a handsome girl and is studying painting under Mr Steele, the artist, and is going in for portrait painting."

Louis John Steele in collaboration with C F Goldie, produced the well-known painting "The Arrival of the Maori" seen in the Auckland Art Gallery.

"We all went for a picnic up the river (Waitemata Harbour) with the Fergusons yesterday leaving the house to take care of itself. Mr Ferguson and Allie came down in their boat the night before and Alick and Miss Ferguson rode over early yesterday morning. We started in the yacht towing the Ferguson's big boat about 10 o'clock and went up the river nearly to the Hotel (Riverhead). There we anchored and took the boat, the whole crowd of us, nine in all. It was a pretty tight squeeze with the provisions and everything, but we got

safely over the rocks past Lamb's Mill and through the booms beyond and then had a mile or two of beautiful scenery. It was not altered a bit, no wretched gundigger had been burning the country there. The high banks near the rocks afforded most grateful shade and when we came to the rocks we got our luncheon set out under some lovely trees overhanging the river. All the girls meanwhile went to bathe in a fresh-water pool above the falls and we could both see and hear them splashing about and making a frightful noise. After lunch a large party of Maoris with several women clad in gorgeous coloured blankets crossed the rocks just above us on their way to a settlement further up the river. They looked very picturesque as they stopped to watch us. We could not, unfortunately, stay more than two hours as the tide was falling and so collected the debris of the feast we were soon afloat again and making our way to the yacht. A strong fair wind had meanwhile set in and so running before it, we reached Greenhithe after a very pleasant outing, about 4 o'clock."

The Fergusons were very special friends of Mr Blyth and they owned considerable land further up Lucas Creek on the Paremoremo side. They too were very unsettled and were considering moving to the new settlements opening up in California and British Columbia. Mr Blyth also considered the idea of also moving there if a good price could be obtained for his Greenhithe property. The mill mentioned was a flour mill owned by John Lamb.

However, not all was peaceful and harmonious in the area. Mr Blyth's letter describes a disagreement he had with his neighbour Mr David Clark.

"We have been going on very quietly since our last letter excepting for a little affair with our neighbour Clark. His cattle of which he has four now have been prowling around our place for some days and on Monday last they got into the outer paddock. In driving them out one jammed itself between two trunks of the acacia hedge and tore both up by the roots leaving an ugly gap. Lufe (Olufine Monstedt) being here I sent a note by her to tell Clark of the tree damage and also to say that I did not think his cattle should be driven in our direction. He did not come to see me about it but waylaid Wal near his house about 11 o'clock the next night, asking him whether he had written the note. Wal, of course said no, and here Clark used most abominable language, abusing me in unmeasured terms, it was all done to provoke Wal to fight. He, however, showed his usual good sense and kept his temper admirably giving Clark in a quiet voice some good advice which, however, was not received in a very meek spirit, Clark continuing to scour and bully him until Wal rode on. We have been constantly doing little services and kindnesses to this scoundrel for weeks past, sending him papers, letting him have the slightly-damaged fruit and in every way trying to be neighbourly with him. He is always wanting to fight someone or other. He is a coward too, for he knows that Wal is no match at all for his brutal strength. However, if he speaks to me as he did to Wal when we meet I will have him over to keep the peace. He was frightened enough when the authorities summonsed him for assault and a second charge against him would be a serious matter. It seems a pity one cannot live here at peace, but both Clark and his brother I think, are unmitigated ruffians. Clark has now stopped the track past his place and I am glad of it as the less we see of him the better. It is a pity for his wife who is a decent body enough".

In later years the Blyths and the two Clark families became good friends. Laura visiting them regularly and also taking her niece and nephew with her when they were staying at Greenhithe. The Blyths also obtained their milk from the Clarks. Probably from the same cows that caused their differences.

"You will not be very well off with £200 (\$400) a year but with great care and economy and keeping accounts you should be able to make things meet. My

entire household expenses for the eleven months only amounts to £ 76 (\$152). This includes whisky too, so that you see it is possible to live quite cheaply out here and yet not niggardly".

"I was mentioning the ironstone which is in the gully to Major Murray, the bank manager at the Thames and he rather encouraged the idea that there might be gold in it. He said that the celebrated Mount Isa Mine in Australia, worth millions, is really a mass of iron permeated with gold. I shall not be content until I have had a specimen tested".

In 1888 there were rumours that gold had been found on the banks of Hellyers Creek. A Mr Chambers who owned a crushing plant at Thames took back with him samples of rock for testing. The results must have been negative. It is said that one or two hopeful prospectors tried their luck on the banks of the creek. Mr Blyth also held hopes about the ore he found on his property, but this proved to be of no considerable value.

"We expect visitors this week in the shape of the whole of the Prideaux family and an interesting daughter-in-law. They are coming to stay a week with us, mother, daughter, two younger boys and Miss Gibson the second son's fiancée who is a country girl from Taranaki, inferior in looks, manners and education to many a servant girl. The son is marrying her, I believe, to have someone to cook for him. She seems however a kindly sort of girl and may make a suitable wife for a small cockatoo farmer which seems the height of young Prideux's ambition."

The Prideux family lived at Cheltenham, Devonport. A further extract from a letter written on September 15th 1888, gives criticism of a book written by Bishop Cowie, Bishop of Auckland.

"I send you a paper with extracts from Bishops Cowie's book. Anything more twaddly it would be hard to conceive, the unkind battering of clergy and prominent laymen is really quite sickening. The Bishop seems to have quite cast off the dignity which should clothe prelates of the church. The public expect at least good grammar from a Bishop if not sound doctrine and the lapses in that respect, as you will see, are numberless."

A further letter of the 3rd November 1888 also mentions the above book.

"All Auckland is in convulsions over Bishop Cowie's book. There is universal laughter from his enemies and pity from his friends. It is certainly a most childish piece of work. The Fergusons are in high glee over it and taunt us continually about our genius of a Bishop. The Fergusons being Presbyterians."

This book is called "Our Last Year in New Zealand" and reads as a day by day account of the Bishop's life and his work and travels in the year 1887. Today this book is of historic value. The Most Reverend the Primate of New Zealand and Bishop of Auckland, William Garden Cowie M.A., D.D., was elected 4th Primate of New Zealand in 1895.

Two people mentioned in Bishop Cowie's book have associations with Greenhithe. Mrs Judd was a very good friend of the Blyths and visited them quite regularly. Mr W S Cockrane was a well-known land agent and was instrumental in opening up Greenhithe as a settlement in 1864. (See later write-up on Crown Grant 79). Below are extracts from Bishop Cowie's book concerning the above people:

November 2, 1887: "We generally have dinner at Bishops court on the day of the Synod, opening for all comers, at one o'clock. Among our guests today was our old friend Mrs Judd, whose husband, Mr Andrew Judd, was for many years in Her Majesty's Customs at Auckland, and previously at Russell, in the Bay of

Islands. Mrs Judd is one of those whose whole life is made up of helping others. Though not at all of a robust constitution, she is enabled, by her brave christian spirit, to undergo fatigue for others' sake that many strong women would consider it necessary to avoid. Wherever she resides, she is one of the best helpers the clergyman has, and is a chief favourite with the younger people."

March 24, 1887: "The Board of Trustees is charged with the administration of very valuable estates, of which the gross value at present is estimated at about £57,727 (\$115,454). These estates include the Bishopric endowment, the Native School endowment, the Native Pastorate endowment, the General Diocesan endowment, and the church and parsonage sites of the diocese. Our secretary is Mr W S Cochrane, who is also the secretary of our other Trust Boards, and of the Standing Committee. He is the beau-ideal of a secretary, painstaking, accurate, punctual, and of few words. The soundness of our financial position is greatly due to Mr Cochrane's ability and zeal; and I am personally much indebted to him for relieving me of anxiety in all departments of Church work with which he is specially concerned."

This letter was written by Mr Blyth, and I have called it "Much To Do About Nothing". (21 October 1988).

"There has been no particular news to tell you since I last wrote excepting a great discovery which we made the other day when Warren was digging a ditch in the raupo swamp. About two feet from the surface he came upon the bones of a large animal, ribs vertebrae, etc, which of course he unearthed and we all examined. At first I thought they were the bones of the moa ! but this notion was soon dismissed. We all agreed however that they were parts of the skeleton of an animal none of us were familiar with and our thoughts reverted to the so-called Saurian Monster said to have been seen in the Waikato about a year ago and which caused a considerable scare among the settlers and flutter in the minds of scientific people at the time. This creature, however, evidently was not a saurian at all, there was nothing of the reptile about it, but we came to the conclusion it must have been some sort of amphibious beast something like the hippopotamus. The head, however, was missing and without that we could come to no definite conclusion about it. On Wednesday Mr Davies, the clergyman at the Lake came over with Mrs Judd to spend the day with us and remained the night. The next morning I took Mr Davies around the orchard and to see our wonderful discovery. While he was examining the bones I happened to look at the side of the ditch and saw something like part of the root of a tree sticking out, and pulling it out it turned out to be the lower jaw of the creature. This of course redoubled our interest in the find. Warren, Laura and Mrs Judd were soon on the spot all intent on the examination of this relic of the past. The shape of the jaw (we could not find the upper part of the head) was like a long narrow wedge. Three teeth protruded horizontally from the front and at the back on each side there was a long row of grinders. We all agreed that it belonged to an animal quite unknown to us. I suggested it might be part of the head of an old boar but that idea was scrubbed as being irreconcilable with the other parts of the skeleton. Warren now went home to put on an old pair of oilskin trousers and thus equipped he was soon knee-deep in the black mud digging away for the other remains. His toil was rewarded by the discovery of bone after bone, which we received with cheers. At last as the crowning triumph, he unearthed the pelvis entire and we thought this was enough for the time. We agreed from the shape of the lower part of the leg bones that it must have been supplied with long claws which however were sunk too deep in the bog to be got out. You may imagine us all around the hole while Warren was digging, Mrs Judd with her sharp eyes more eager than any of us, and Mr Davies with a subdued look of excitement peering through his spectacles. As for myself, I kept up a running commentary on the proceedings, tasting in advance the joys of the discoverer, and my

imagination running wild over the intense excitement with which the thing would be received by the scientific world. There is a persistent legend among the Maoris of some fabulous animal called Taniwha, said to have existed in the country at some time or other and we one and all speculated upon the possibility of our having brought this myth into the world of real life. Of course the next proceeding was to exhibit the find to some Auckland expert who would resolve the question for us as to what it was. Next day therefore I took the jaw and one of the leg bones carefully packed up to town and called upon Mr Perry at the Herald office. Henry Ferguson whom I met in town accompanied me. Mr Perry sent for a Mr Will in his office and the specimens were then displayed. After a careful examination Mr Will thought it possible the jaw might be that of a horse but advised us to see Mr Cheeseman at the museum, so off we started, my curiosity being just a little damped by Mr Will's suggestion and especially by an inspection of the skeleton of a giraffe in the museum, the lower jaw of which was uncommonly like my specimen. Mr Cheeseman was then interviewed and he at once pronounced the interesting relic to be the lower jaw of ... a ... HORSE !! We have all laughed heartily over the amusing incident of the find and our frightful ignorance of anatomy."

3rd October 1889: "Powell I am glad to say has at last let his house to a respectable family from Auckland, the head of which was a foreman in a seed shop. There are, I hear, four grown-up daughters, besides the father, mother and a grown-up son. They intend trying sheep on the place but there are only 60 odd acres I think and I don't know how many sheep will go to an acre of ti tree!! There is however a good orchard which, if properly attended, will yield profitable results."

Powell leased his property in 1889 to a Samuel Langford, see later write-up of Crown Grant 17.

Letter to a grandchild in England - November 26, 1896:

"My Dearest Grandchild,

I was very pleased to get your nice little letter dated the 17th August. It was written I see before you went to Abbotsbury but your mother has told me that you have long since returned home again. I hope you enjoyed your holiday and rambles on the beach very much. I wish it was possible for you to come out here for one of your holidays. I am sure you would like your grandfather's home. It is such a pretty place with a beautiful river which changes colour from steely grey to bright blue with the varying sky just below the house. Just across the river there is a lovely island covered with pines, and beyond that the bright waters of the river winding away in the distance. Then we have beautiful shady walks under avenues of great pines with the pine needles making a delightfully soft carpet for one's feet. Then again there is the orchard that I so often write about with about 2000 trees some of which are laden just now with green peaches which will gradually change to bright red by Xmas. Wouldn't you like to gather some fully ripe ones from the trees yourself. We have too, great beds of grapes growing over the ground quite wild from which very luscious little bundles can be picked about March.

Did your mother tell you that we lost our dear little dog, Te Kooti, some months ago. He went away one day for a ramble and never came back. We think someone must have killed him, we were very fond of the doggie, he was so amusing and fond of us. Now we have a larger dog named Nob, who belonged to some friends of ours who gave him to your Uncle Warren. When your uncle went to live in Auckland the dog who had always lived in the country became very sickly and so we have brought him to Greenhithe and he is now quite healthy again. He is very old for a dog and will soon die I fear. Isn't it a pity that our pets cannot live as long as ourselves."

Further letters:

1899: "I went on Easter Monday to see a review of volunteers at a place called Potters Paddock at Epsom (now known as Alexandra Park). There were about 1000 on the ground and they made a brave show although the uniforms are less varied and more sombre than those of the British Army. All arms were represented but the marching of most part of the force left a good deal to be desired. You will have read that owing to the trouble in Samoa 400 men volunteered for service there if required. They will not be wanted however. As far as physique is concerned it would hard to beat the small force I saw."

15 April 1899: "I have one small bit of good news for you this mail. I think I have already told you that I have lately been stirring the settlers up to agitate for a public wharf here. The result is so far very favourable. We went to the Harbour Board and proposed to them that we would contribute £ 200 (\$400) to the wharf if they would do the rest, the total estimated cost being £ 500 (\$1000). They agreed to this. I went with a deputation to the County Council and asked them to advance the £ 200 (\$400) to us and charge a special rate on the district. They met us far more liberally than I had anticipated for they have agreed to contribute £ 80 (\$160) outright and to advance the balance of £ 120 (\$240) to be paid in ten yearly instalments without interest.

I told you of the alleged discovery of diamonds at Riverhead. The other day Laura and I took advantage of the "Vivid" making an excursion there to make a trip ourselves and if possible, see the place where the prospectors are working. Unfortunately when we arrived we found that they were in town, but after lunching at the hotel we got some directions as to the spot, which however, we failed to follow as the path we took led us to a creek about 2 miles (3.2km) below the miners' drive. The big hill above us was, however, the gigantic pocket in which all those millions are stowed away and now we have only to wait awhile for further developments and I have no doubt a second Kimberley will arise on that grim hill of clay scantily clothed with ti tree scrub. We hear that some really good specimens of diamonds have been obtained by the prospectors and exhibited in town, but not sufficient to cause any excitement.

We had a capital lunch or rather a dinner at the clean newly built hotel, waited upon by two granddaughters of mine host. Comely girls, quiet and decent in their demeanour and dress. Charge for joint, vegetables and pastry all very good, 1/3d (13c) each with tea added. You would have been amused, if not shocked, at the huge slices of meat with which our plates were loaded. Laura failed to demolish hers but I played as good a knife and fork as the rest of the agriculturists at the table. The table by the way was decorated with flowers, the linen beautifully white. The landlord, old Deacon and his wife are each about 80 years old and quite active yet. He is said to have settled at Riverhead over 40 years ago and to have been a runaway sailor from a man-of-war. Now he is quite a rich man, some say worth £ 40,000 (\$80,000)."

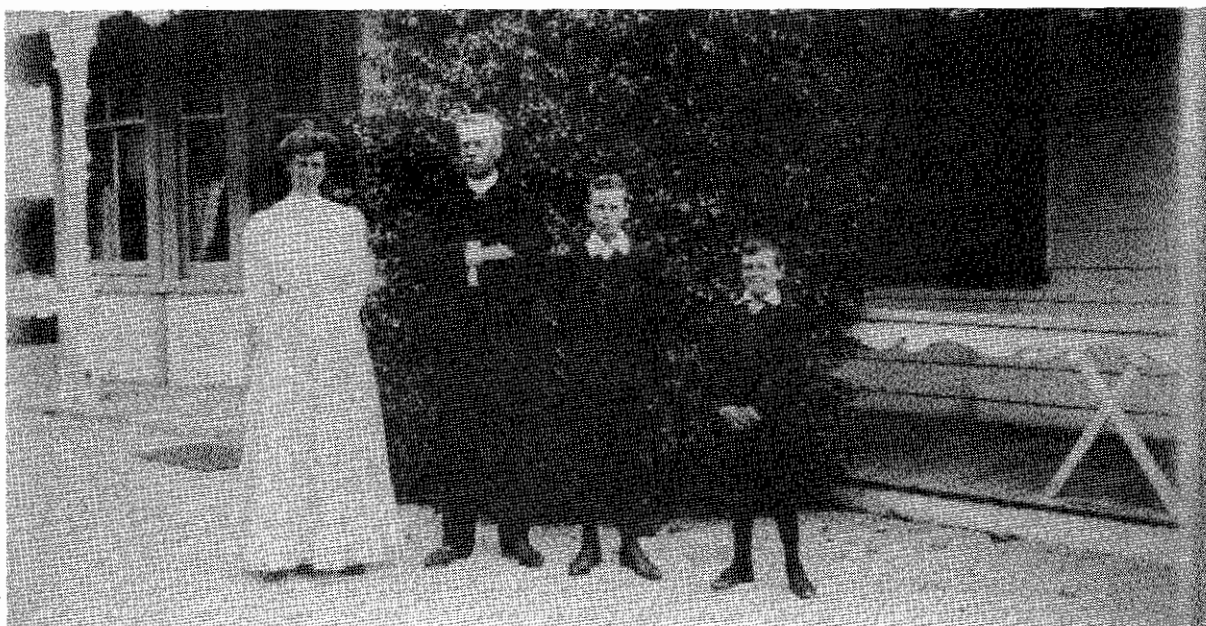
The landlord of the Riverhead Hotel was Thomas William Deacon, born in Cornwall in 1823, arrived Auckland 1843 and died in 1918.

26 April 1899: "Since my letter of the 15th April our wharf business has advanced another stage. The district was to contribute all the piles for the 600 feet gangway. These were to be ti tree and so large that it would have been difficult to get them in the neighbourhood. Fortunately for us, the wharf at Northcote has had to be rebuilt and hearing of this I wrote to the Harbour Board asking them to let us have the old piles from the old wharf. They readily consented to this and last night Laura and I were delighted to see a great pile of timber on a large punt towed up to our bay with a raft also astern. In all we have 50 great piles to form supports for the gangway.

I begin to realise now that our long cherished hope for a wharf will now soon be realised and it may mean much to us. All the settlers are now thoroughly roused and quite enthusiastic about the work. The wharf will greatly advance the district and enhance the value of our property very considerably in as much as we have a large frontage to the Wharf Road right to the water edge and Laura and I think we may be able to sell the whole property to advantage or part of it for a small settlement."

In 1900 the Greenhithe Wharf was erected and was to serve the area for 60 years. With the first difficult years over, Mr Blyth had accepted life in Greenhithe with all its hardships etc., and had grown to love the home he had created out of the wilderness. In a letter to one of his grandchildren in England he describes the beauties of Greenhithe.

26th April 1899: "I do wish often and often that mother and you, or all of you could come out to us for just one year. You would like Greenhithe I am sure. I think it is one of the prettiest places in New Zealand and although I have lived in it 17 years I have not grown tired of the beautiful view from our windows, a view that varies under the changing lights from sunrise to sunset, and by moonlight is yet more lovely. It is full moon now and the nights have been so calm and so brilliant with the moonbeams shining on the river. We often go down to the wharf and feel the beauty and the stillness passing into us as it were. If ever we left Greenhithe for dear old England we should carry away in our hearts pictures of the delightful place under all its changing aspects."



Laura Blyth, Mr Blyth, Adrian and Stuart - sons of Warren Blyth

Fruit growing was the main interest and concern of Mr Blyth and his son Warren. Prior to his arrival fruit growing in Greenhithe was on a very small scale. Most of the settlers had small orchards for their own private use. With the depletion of the timber trade much of the soils north of Auckland were left in an infertile condition, usually containing pieces of kauri gums. The soils were derived from: Onerahi claystones and limestones of late Cretaceous age, and from Waitemata and Whangarei, sandstones and claystones of Miocene age.

The soil structure in the Albany and Greenhithe area is made up of: 4" dark grey silt loam, 2" partly cemented mottled-grey and dark-grey sand, 6" dark-grey silt loam containing humus, 10" hard-grey cemented sand, 3 feet plus of yellow clays.

The composition of this soil is very low in all plant foods and lime, and suited the kauri trees and conifers which can grow even when the mineral plant food is low. As drainage became unfavourable the kauri gave place to manuka, ferns, etc. Gumland soils have the disadvantage in that they bake up hard in the summer and pug up in the winter and need regular application of phosphate and lime to help rectify the acid conditions. It was on this type of soil that the early settlers were to try and make a living. As previously mentioned, George Deane in 1859 was one settler who spent considerable money trying to improve his land but in the end gave up in disgust.

It was not until Mr Blyth arrived in 1882 that any major effort was made to grow fruit on a commercial basis. The development of Mr Blyth's orchards are recorded in his letters to his relations in England.

Christmas Day 1888: "You will be pleased to hear that ours were the first and only peaches in the market this season. We have already taken up and sold 10 dozen at 1/6 (15c) per dozen and have orders for more at the same price. Next year if all goes well, and the trees continue to thrive as they are doing now, we ought to make something like £100 (\$200) by our peaches alone. We have now 600 trees and even the latest planted will bear next year. The plums in plum gully are turning out better than we expected, we have sold 4 cases already at 4d to 5d (4c) per lb. The pears will soon come on and our first cases of apples will also go up to Auckland on Friday. The apples are a far better crop than we thought, some kinds such as Cleopatra, Rome Beauty, Rymer Mabbs Royal are bearing splendidly and it is encouraging to think there will be a decided improvement in our receipts this year. A good many of the lemons on the young trees we planted last autumn have set. We take our fruit up in the yacht and Warren goes to the shops with a small case of peaches in each hand to haggle with the old women. It will take the other growers several years to overtake such a plantation as ours of the earliest kinds of fruit."

Mr Blyth's fruit was boxed with the name 'Greenhithe' painted on the sides of the boxes. Greenhithe on the River Thames is where Mr Blyth used to keep a small yacht and from where he set sail for New Zealand.

January 1889: "Warren pegs away at the trees diligently and keeps all clear of weeds. That and the liberal manuring are the secret of our success. Just made a bargain with the Rakino Island man to supply us with 1 1/2 tons of fish manure at £6 (\$12) a ton for next year."

22nd February 1889: "Our yacht, the 'Wai-iti' has been most useful to us this summer and saved no end of money in passenger and freight fees. Nearly all our fruit has been taken to town in her and generally all three of us are passengers. Someday, I hope, if our orchards continue to enlarge and are profitable, to keep a small launch. Fruit just now is at a very low price, there being quite a glut of plums and apples but we have hitherto obtained the highest prices at the auction sales. Since December 21 (two months) we have sold fruit to the value of £30 (\$60) odd, fancy the two or three large yellow plum trees in the old orchard yielding 322lbs of fruit. The dimension of one of the large peach trees in the gully was 45 feet (13.7m) round the outer branches and over 12 feet (3.6m) high. Such a tree as that should bear thousands of peaches." (These trees would have been planted by the Forghams.) "I think if all goes well next year we should get a really good income from the fruit. All our early peaches to this month have sold at from 7d (6c) to 1s.8d (17c) a dozen. Plums have been low from 1 1/2d (1c) to 4d (4c) per lb. Lemons very high from 1/- (10c) to 2/- (20c) per dozen."

5th August 1889: "I have resolved a little against Warren's view to plant another three acres this spring of apples, and Monstedt is now out digging the holes for them. Poor fellow, he seems very grateful for the chance of

earning a few shillings as things are very bad with him as well, as with most people. Warren's estimate of the number of holes Monstedt could do in a day was 100, however the first day he dug 218. The total number of trees will be 600. Mr Stevenson at Lucas Creek had a large nursery bed of some 2000 trees which he had intended to plant out, but he has since changed his mind and he has agreed to let me have 500 of them for £5 (\$10) or 2 1/2d (2c) each. Warren is to regraft them all with the kinds we find pay best. We shall then have 10 acres in fruit and some 2300 trees. We should have at least 1500 cases of fruit to send away next season. The freight would be £18 (\$36) by the 'Gleaner' and if we had a steam launch we could save this. We have experimented in sending 10 cases to each port in New Zealand, Christchurch, Wellington, Dunedin and Invercargill and also sent 10 cases to Fiji. These have proved successful.

3rd September 1889: "We are all very hopeful about the fruit industry now. There seems a certainty of opening up the English market at a time when the local market here is glutted. We are trying to arrange with other large growers to send a large consignment to London in cool chamber next March. Apples of good quality arriving in London in May bring from 11/- (\$1.10) to 26/- (\$2.60) per case.

3rd October 1889: "I have engaged on behalf of some Lucas Creek growers and ourselves space in the cool chamber of one of the New Zealand Shipping Cos. steamers. 10 tons of fruit, of which 5 will be for ourselves."

In 1882 the first consignment of frozen meats was sent from New Zealand to Britain and it may have been that Mr Blyth and the other Lucas Creek growers were the first to ship fruit to Britain. It was not until 1899 that a trial full shipment of apples and pears from Canterbury was sent to London. This was the start of the New Zealand fruit export business.

"We are going to improve the wire train to the wharf also. We need a thicker wire and shall carry it higher up the hill so as to save wheeling the fruit so far. At the top Warren is going to have a powerful windlass to raise or lower our fruit and supplies of all kinds. Then we intend getting a handcart instead of a wheelbarrow which will save a great deal of time and labour. Spraying the trees we found a tedious process and we have therefore just bought a small fire engine with hose and pump attached which will throw a jet 40 feet (12.2m) high, but by screwing a brass nozzle on we can eject a spray as fine as dew. The tank, which is of wood fixed on two broad wheels, holds 40 gallons (180 litres). The original price was £11 (\$22) but we bought it new for £6 (\$12).

"I have been planting shelter trees around the new orchard all day. We shall have planted before the spring 1000 trees altogether. We bought today 150 young pines and 7 apple trees of a sort we want for 6/6 (65c).

Mr Blyth's orchard in 1899 produced 1430 cases of fruit which was shipped to Wellington, Nelson and to Fiji as well as being sold on the local markets. His orchard was the most productive in the Auckland province.

Receipts for a 5 year period for the sale of fruit were as follows:

1887 £14/0/1 (\$28.01) 1888 £46/10/7 (\$93.06)
1889 £116/18/4 (\$233.83) 1898 £130/0/0 (\$260.00)
1899 £100/0/0 (\$200.00)

As well as Mr Blyth, other land owners by 1899 had developed their land into sizable orchards. Two of the largest growers were Mr Ernest Valentine Miller and Mr Percy Hills. Mr Hills would send his fruit up to his brother's canning factory in Auckland. (Thompson and Hills, later to become part of Watties).

As more settlers took up land, further orchards were planted in order to supplement their income and by 1899 Lucas Creek with Greenhithe were the major producers of fruit in the Waitemata County. Auckland led the country in the acreage of orchards with 9354 acres, Wellington came second with 3772 acres. The principal fruit growing areas were Waitemata, Manukau, Rodney, Whangarei, Waipa, Eden, Waikato and Tauranga.

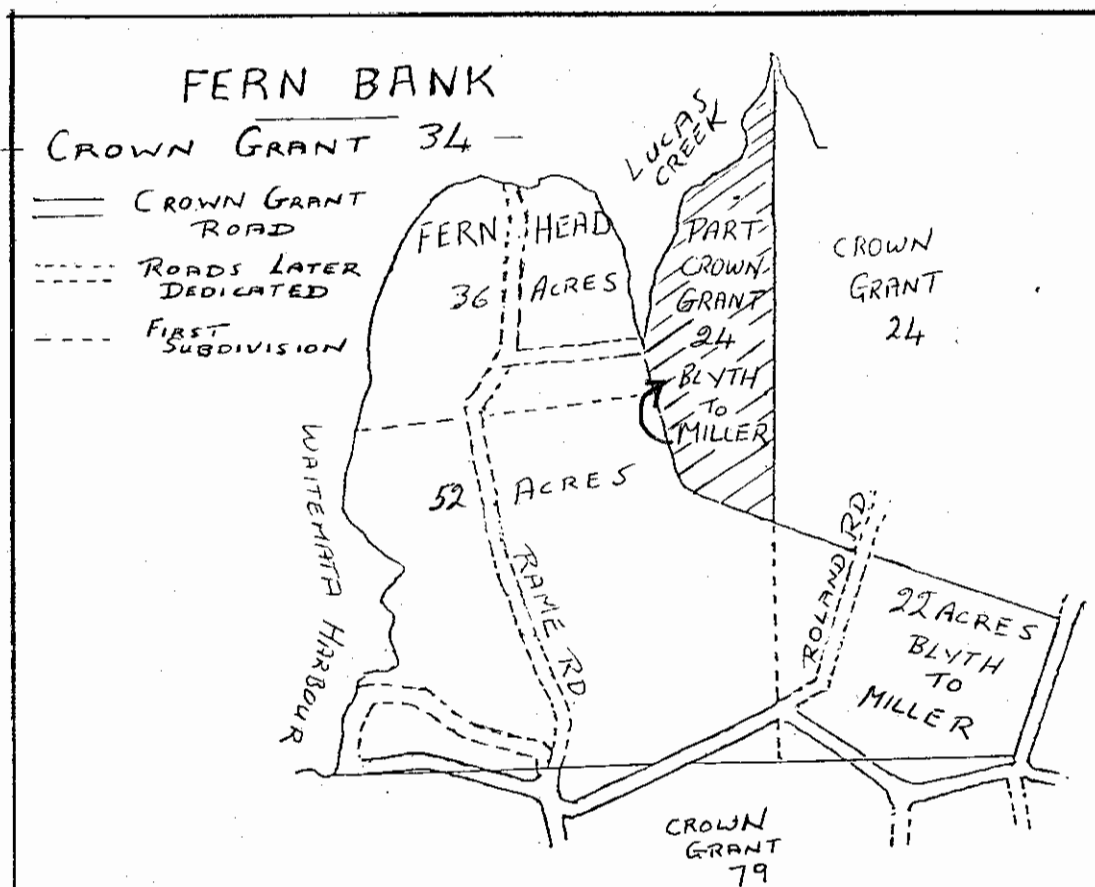
In 1910 New Zealand exported 5650 cases of fruit which grew by 1914 to 68,000 cases. While waiting for their trees to mature many Greenhithe orchardists planted acres of strawberries, rushes were often gathered from around Pine Island (Herald Island) to be used as a mulch. Many hundreds of cases of strawberries and fruit would be transported by launches up to Auckland. In 1916 an orchard tax was passed resulting in all growers being taxed at 1/- (10c) per acre of orchard. The 1/- (10c) to be paid to the New Zealand Fruitgrowers Federation Ltd. In 1924 the New Zealand Fruit Export Control Board was established by the passing of a bill in order to control all fruit intended for export. Provision was made for local boards to have control over fruit intended for local consumption. This act came into operation with the approval of all districts except Otago. Three years later a further bill was passed resulting in a 5/- (50c) minimum payment by all orchardists with 120 acres or more of trees.

In 1884 the name of Greenhithe appears to have been adopted as the official name of the area by the Post Office, Mr Blyth using this name on all his mail. The government census of 1891 lists for the first time Lucas Creek and Greenhithe, combined population 92 persons. The census of 1896 lists Greenhithe separately with 40 persons. In approximately 1900 a move was made by many settlers to have the name changed and a meeting was held to determine what the area should be called. This decision was probably brought about by the settlers of the northern area of Lucas Creek deciding to adopt the name of Albany. Many names were suggested and it was decided by ballot. Most of the names suggested were the names of the settlers' hometowns back in England and it was therefore not surprising that the name drawn out was Kent, this could have been Mr Blyth's choice as he was from Kent. The name did not hold favour for very long and the settlers soon reverted to the name of Greenhithe.

The Origin of the name GREENHITHE: Greenhithe in England is a small village in north west Kent situated on the River Thames. It forms part of the urban district of Swanscombe. The name is derived from the 12th century cretum-hythe: cretum for chalk and hythe a landing place. It was given this name because of the large quantities of minerals which were exported from there for building constructions in London. The name Greenhithe, or Cretumhythe, means in effect "chalk landing place", cement being ~~one~~ one of the main products of the area. The only other item of interest for which Greenhithe in England is known, is that in 1935 one of the oldest human skulls was excavated there.

In 1892 Laura Blyth offered her services as a teacher for the local children. Lessons were held in her father's house until 1893 when a permanent school was built. She officially opened this school and taught for a further year until a teacher was appointed by the Education Board.

Warren, Mr Blyth's son who had helped his father to establish the orchard, decided after his marriage to a Miss Watson to leave Greenhithe and start up his own business as an auctioneer. This would be about the year 1892. Of this marriage two sons were born: Adrian and Stuart. He became very well-known in Auckland as an authority on antiques and also dabbled in real estate. He became treasurer of the last bowling club in Takapuna in 1912 and on retiring in his late 40s he travelled the world, later dividing his time between Takapuna and Vancouver, Canada.



After Warren and his family had moved from Greenhithe, Mr Blyth decided to sell the lower part of his land comprising 36 acres and the house where Warren and his family had lived. This is the house situated behind the canning factory in Rame Road. The property was purchased in 1892 by a Mr Beaven who renamed it 'Fern Head'. Mr Blyth had the previous year granted a right-of-way through his property to 'Fern Head' in order that there would be access to the property. This right-of-way was the fore-runner of what is now Rame Road. This road, however, was not dedicated until 1912. With Warren gone, Laura became her father's constant companion and also acted as first mate on his yacht. Sailing was Mr Blyth's greatest pleasure and he spent many hours on the Waitemata Harbour.

In 1891 Mr Blyth, and his good friend and neighbour Mr Ernest Miller, decided to transfer 22 acres of their properties to each other. The transfer was to enable Mr Miller to obtain a road frontage to his property. In return, Mr Blyth obtained a piece of land with a water frontage. The sum of £20 (\$40) changed hands, probably a legal necessity. In 1902 Mr Blyth sold the balance of his property, 52 acres, to a Mr W H Firth contractor, and a Mr William Winn. Mr Winn owned a family grocery business in Karangahape Road.

Mr Blyth and Laura moved to Onehunga and later to Rotorua and finally settled in Tauranga about 1915 where he established a business, opening a general store in Cameron Road. Laura helped him in this venture which they conducted up to a few months before his death in 1924-25, in his 91st year. He was a man who made many friends in New Zealand and was well respected by all who knew him. It was a pity that he was never to fulfil his long-cherished ambition of returning to England.

The first of following poems expresses his thoughts and memories of the country of his birth, and the second was a tribute to New Zealand, his adopted country.

The Motherland

O pleasant land! O fairy land!
I love thy ferny glades,
Thy valleys deep, thy mountains bold,
And thy forest's haunted shades,
Thou art a land of rich delight,
A land for a people free,
But dearer far is thy sweet shore,
My motherland, to me.

The Old Land, the Old Land,
Where my heart's best treasures lie!
The Old Land, the Old Land,
Tis there I wish to die!

Now forty weary years have gone,
Since I came o'er the sea,
O lives there one in the motherland,
Who still remembers me?
Sits one grandsire by an English fire,
When the wintry wind blows wild,
Can still recall that comrade small,
His playmate when a child?

The Old Land, the Old Land,
Where my heart's best treasures lie!
The Old Land, the Old Land,
Tis there I wish to die!

In her quiet grave my mother sleeps,
Her sorrows all are past,
Yet still upon my cheek I feel,
The kiss she gave the last!
And still I hear her voice so dear,
Her voice so sweet and low,
That spake of love, undying love,
When she bade me, weeping, go,

The Old Land, the Old Land,
Where my heart's best treasures lie!
The Old Land, the Old Land,
Tis there I wish to die!

There was a maid, a black-eyed maid,
To whom I fondly swore,
That I'd return - ah! soon return,
But I returned no more!
It was not that my heart was false,
But the times so bitter were
That she was dead, oh! she was dead,
When a home I'd made for her.

The Old Land, the Old Land,
Where my heart's best treasures lie!
The Old Land, the Old Land,
Tis there I wish to die!

The sunny days of life are o'er,
The winter comes again,
And I would see before I die,
The sweet old land again,
There in the cot where my mother dwelt,
And breathed her latest breath,
Like a tired child I would lay me down
And wait for the angel Death!

The Old Land, the Old Land,
Where my heart's best treasures lie!
The Old Land, the Old Land,
Tis there I wish to die.

To New Zealand

Star of the south; What nobler birth
Can fair Britannia give to earth?
She stamped her image on thy face -
The seal of her imperial race.

Begirt, like her, by seas as fair,
To thee her sons shall Freedom bear.
Art, letters, commerce - these shall be
Thy flowers and fruits of liberty.

Hark! Where the billows lash thy shore
A voice rings loud above the roar:
'High among nations thou shalt reign,
Proud Empress of the Austral main,

A hundred isles shall own thy sway,
A hundred peoples the obey
Thy power, where'er thy standards wave,
Strong to control and strong to save.'

Borne forward on the stream of Time
I see thee in thy peerless prime,
The millions nurtured at the breast -
A nation great and wise and blest.

In fields and factories and marts
Thy people toil with grateful hearts;
No iron laws, no tyrant's chains
Each holds in peace his lawful gains.

In charm of classic form and face,
In culture's fine, ethereal grace,
Thy beauteous daughters stand confessed
Of all earth's fair the fairest, best.

For battle trained thy warrior band,
No foe shall tread thy guarded strand;
For ages shalt thy sons hand down
Inviolable, thy sacred crown.

From all thy ports steam proudly forth
Great argosies of priceless worth,
Bearing far o'er the encircling main
The treasures of thy hand and brain.

With grandeur's towers thy cities fair
Gleam in thy mild translucent air;
Thy dwellings team with that sure wealth
That springs from love, content, and health.

From thy deep vales what songs arise
Of peace and plenty to the skies!
Thy mountain crests with joy look o'er,
A land of love from shore to shore.

Fair Science, throned in thy blest land,
With pure Religion hand in hand,
Instruct thy sons with knowledge high,
In joy to live, with hope to die.

In the proud van of nations see
Thy march, majestic, bold and free!
Honour and truth and reason thine,
And justice still thy right divine.

Star of the south thy piercing beam
Far o'er the waters wide shall stream:
Pointing, with quenchless flame, the road
That leads mankind to light and God.

Mr Beaven, the purchaser of 'Fern Head' in 1892, lived on the property until his death in 1898. The property then passed to his widow Alice, who the following year sold it to Louise Stuart, wife of George Stuart. It was again sold in 1902 to John Cook, who resold it in 1905 to Margaret Thompson Cotton, wife of Captain Charles Henry Cotton. In 1909 Captain Cotton purchased from Firth & Winn the balance of Crown Grant 34. The 110 acre property was once again under one family ownership.

Charles and Margaret Cotton

Captain Charles Henry Cotton was born in 1855, the son of a coast guard officer in Cawsand, South Devon. He and his brother Andrew trained at Portsmouth, and later he was to make many a trip to New Zealand. His last trip to New Zealand was as First Officer in the sailing ship 'Lyttleton', in approximately 1882. The 'Lyttleton' was an iron, full-rigged ship of 1,111 tons, built in Glasgow in 1878. She later was to go ashore at Timaru in 1886, becoming a total wreck.

Captain Cotton traded for many years up and down the New Zealand coast in sailing ships, brigantines and barques. He also traded to Australia and made two trips to Mauritius in 1900 and 1903. He owned two sailing ships, the 'Bells' and the 'Frankguy'.

Mrs Margaret Thompson Cotton was born in 1857, the first child of the second marriage of her father, James McCallum. Her mother was formerly Jane Shaw of Kinrossshire, Scotland. Mrs Cotton's father died in 1880 and in 1882 she and her mother, sister and brother took passage in the sailing ship 'Lyttleton' for New Zealand. It was during the trip that she met Charles Cotton and they were later married in Dunedin in 1884.

In 1904 Captain Cotton retired from the sea, and a year later, in 1905, Margaret Cotton purchased the 36 acres known as 'Fern Head', where they lived until 1909, when Captain Cotton purchased the balance of Mr Blyth's property. Captain and Mrs Cotton then moved up to the big house of Mr Blyth. Mrs Cotton's mother, Mrs Jane Shaw McCallum lived with them until she passed away in 1910, aged 80 years.

Mrs Cotton's brother William and his wife May in the 1920s built themselves a house on a section overlooking the harbour at the lower end of Rame Road. After Mr McCallum's death Mrs McCallum had the house moved up to the village. (This house still stands and has been renovated and a white picket fence added.) Mrs May McCallum became an active member of the local Anglican Church.



Captain Charles Henry Cotton

Captain Cotton's brother Andrew also settled in Greenhithe and lived in the house behind the present hall, and in 1910 was appointed Greenhithe's Postmaster. He was a cripple, it is said he suffered from the bends when at sea many years before. To pass the time away he would spend his leisure hour making ships in bottles.

In 1906 Captain Cotton purchased a further piece of land, 10 acres Lot 22 of Crown Grant 79 which in 1910 he subdivided into 5 smaller lots, a portion of which he donated in 1914 for the erection of the community hall. Collins Park and the fire station are also now situated on part of this land. In 1909 Captain and Mrs Cotton subdivided the whole of their property into 13 lots. In 1912 the right-of-way dividing this area was dedicated a public road with the official name of 'Rame Road'. The name of Rame was chosen by Captain Cotton after the peninsula on which the town of his birth, Cawsand, was situated. Rame Heads are at the entrance to Plymouth Sound on the border of Devon and Cornwall.

Photo below taken 1912.

Reproduction from a glass plate. Acknowledgement: Auckland Public Library



Looking SE from vicinity of Paremoremo showing Greenhithe in the foreground, Beachhaven and Birkdale middle distance and Hobsonville extreme right.

Captain Charles Cotton died in 1916 and after his death Mrs Cotton sold all of the sections that were left, but kept for herself one piece of land on the water's edge in what is now Rahui Road. On this site she had a small cottage built with a view overlooking Herald Island. She named this property 'Rame' which is the name that appears on the gate to this day, the house still being in the Cotton family. (1983)

Mrs Cotton died in 1933 aged 76. Both she and her husband are buried in the Albany Churchyard. They were survived by one son, Charles Andrew, who was born in Dunedin in 1885 and who in 1907 was to become Director of School of Mines, Coromandel. He later became Professor of Geology at Victoria University in Wellington and published numerous papers on Geomorphology. In 1952 Professor Charles Cotton retired after having held this position for 44 years and in 1958 he was knighted for services to Geology, KBE. He died at Lower Hutt in 1970. His wife, Lady Cotton, was also of a early Greenhithe family. Her maiden name was Margaret Josephine Gibbons and she was a daughter of Captain John and Annie Gibbons, Captain Gibbons having retired to Greenhithe in 1908. (A write-up on the Gibbons appears later in the book).

Captain and Mrs Cotton's grandson, Paul Cotton, was New Zealand's Ambassador to Greece (1980-1983). In 1983 he was appointed Ambassador to the Philippines. He previously served in Canberra, New Delhi, Kuala Lumpur, New York and Western Samoa.

With the Cotton subdivision in 1909, and the eventual sale of these lots and with the resubdivision of many of them, the population began to increase. The years 1909 to 1926 saw the opening up of the Rame Road, Craig now Marae, Rata now Rahui and Austin Road areas. Also Churchhouse, Roland, Sunnyview, Outlook and Isobel Roads in 1925. Population census figures give the population of the Greenhithe area in this period as: 1907 - 47 persons, which by 1926 had increased to 134 persons.

Much of this increase was due to those already in the area who had introduced many of their friends and relations to the district. The crown grant road known as Wharf Road, which led down an incline to the wharf and which had proved suitable for foot and horse and sledge traffic. proved to be far too steep for wheeled traffic and it became obvious that a new road would be needed to service the wharf.

In 1912 when Mrs Margaret Cotton subdivided Lot 1 into three 2 acre lots she made provision for a new road. A few years later this road was constructed and, as it now became the main access for all traffic to the wharf, it was given the name of Traffic Road. Later, because Wharf Road, was not accessible to wheeled traffic at its lower end down to the wharf, and to stop confusion, it was decided to swap the names of Wharf and Traffic Roads. Wharf Road was later renamed Rahui Road.

The first lots (see map) were sold a year later in 1910. They were Lots 2, 4, 5, 8, 9, Lot 2 of Lot 10 and Lot 13.

Lots 2, 13 and Lot 2 of Lot 10
(Total area 16 acres)

Transferred to Charles Andrew Cotton son of Captain and Mrs Margaret Cotton.

In 1917 Charles Andrew Cotton sold Lot 2 (5 acres) plus Lot 1 of Lot 10 (5 acres) which he had purchased from Captain Charles and Mrs Margaret Cotton the same year, to David Teed and Christian Skitrop.

In 1919 NE portion of Lot 2 and Lot 1 of Lot 10 transferred to George and Annie Coulem.

In 1930 George and Annie Coulem subdivided NE portion of Lot 2 plus NE portion of Lot 1 into 15 sections, and Lot 1 of Lot 10 (5 acres) into 3 sections.

(The NE portion of Lot 1 Margaret Thompson Cotton had previously sold to George and Annie Coulem in 1925.)

Lot 1 of Lot 10 (now subdivided into 3 sections, George and Annie Coulem sold to Cyril Jonkers in 1936.

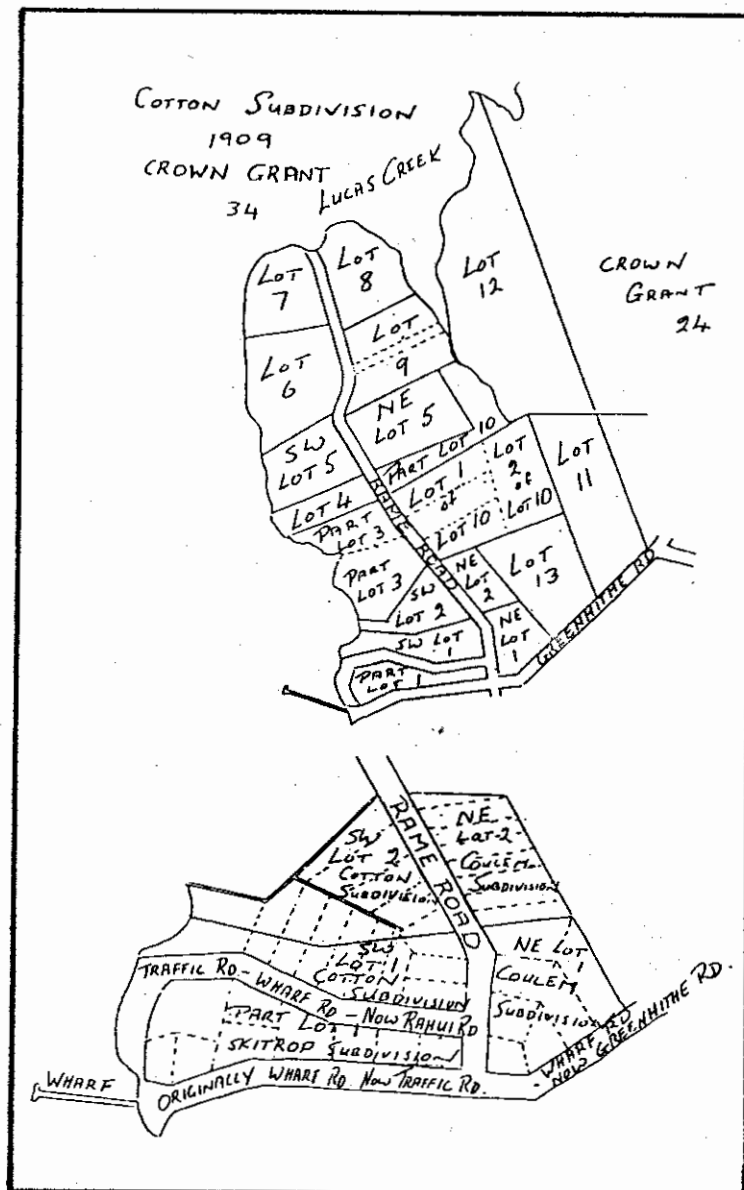
In 1921 Charles Andrew Cotton subdivided SW portion of Lot 2 and the SW portion of Lot 1 into 14 sections.

The balance of Lot 1, (2 acres) Margaret Cotton had sold to Catherine Skitrop in 1921, who the same year subdivided it into 9 sections.

Lots 13 and Lot 2 of Lot 10 (Total area 11 acres)

1920 Charles Andrew Cotton sold to John E Blakeway.

1933 J E Blakeway subdivided part Lot 13 next to his house as a site for the Greenhithe general store.



1947 a further piece subdivided, part of which was purchased in 1955 by the Anglican Diocese for a church site. The Anglican-Methodist Co-operating Church now occupies this site.

1948 Balance of 9 acres purchased by Cyril Jonkers.

Lot 4 (2 acres)

1910 Capt. Cotton sold to Frank Stilwell. 1921 Professor John Bartrum.

Lots 5, 8 and 9 (Total area 21 Acres)

1910 Capt. Cotton sold to James Peachey. 1921 Lot 5 (10 acres) to Alfred Sexton.

1928 Lot 5 Alice Sexton (widow). 1951 SW portion to Cyril Jonkers.

1951 NE portion to Marjorie Jonkers and Alfred N Sexton.

1924 Lots 8 and 9 (Total area 11 acres) James Peachey subdivided into 24 sections. Kowhai Road (now Oratau Place) being dedicated as an access road to part of the subdivision.

Lots 11 and 12 (Total area 26 acres)

1911 Capt. Cotton sold to Frederick Collins. 1959 Joseph and Thelma McKain.

1962 William P Taylor.

1976 Lot 12 transferred to River One Holdings Limited. 43 sections subdivided.

Subdivision later registered under name of Greenhithe Cove Subdivision.

Subdivision named 'Lucas Reach'. Two roads dedicated to provide access.

Waipuia Place (various meanings) eg Hot spring, tuft, stinging) and Awataki Place meaning (River one).

Part Lot 10 (4 acres)

1912 Captain Cotton sold to Susannah Peachey. 1921 Alfred Sexton. 1951 Cyril Jonkers.

Lots 6 and 7 (Total area 10 acres)

Mrs Margaret Cotton in 1913 subdivided into 9 sections.

These sections were the first small sections subdivided in Greenhithe, but it was not until 1916 when one was donated as a raffle prize, tickets 1/- each, in order to raise funds for the Red Cross that they started to sell. A Mr Charles Tate who had won the raffled section moved out to Greenhithe and introduced many of his friends and relations to the area, many purchased neighbouring sections on which they built their cottages. McCallum, Akersten, Harris, Purdy, Hughes, and Elliott, were some of these first settlers. They were to provide Greenhithe with a nucleus for cultural activities, many being interested in drama, and organising entertainments.

1916 Captain Cotton died and the balance of his property passed to his widow, Margaret Cotton, who the same year leased out Lot 3 (6 acres) and house (Greenhithe Homestead), now Grey Oakes, to Christian Skitrop.

1919 Lease transferred to George and Annie Coulem.

1922 George and Annie Coulem purchased property and house.

1922 Subdivided into two lots selling the lot without the house to Thomas Alleley.

1948 House and property transferred to Noel Jonkers.

1961 House and property transferred to Marjorie Jonkers (sister-in-law of Noel Jonkers).

Some of the first settlers who took up land after the subdivision of crown grant 34.

James and Susannah Peachey.

Frank and Lilian Stilwell.

Frederick and Anna Collins.

George and Annie Coulam.

John and Minnie Blakeway.

Professor John and Constance Bartrum.

James and Susannah Peachey
Land Owners Lots 5,8,9 and Part Lot 10

James Thomas Peachey was born in Parnell, Auckland on January 22, 1870, the son of James and Elizabeth Peachey. He attended Auckland Grammar School when it was situated in Symonds Street. He first worked in an office, then left Auckland to try his luck in the gold fields of Thames. At the age of approximately 20 he left New Zealand for Australia to find gold at the Coolgardie gold fields. After several adventures and many hardships he and a friend discovered a payable lode, but the claim was such that without capital and water it was impossible for them to work and they sold it for the large sum of £100 (\$200).

Arriving back in New Zealand he went gumdigging in the north. The diggers, however, were dissatisfied with the merchants or gum brokers and begged Mr Peachey to start a business of his own and buy from them. He founded a small company with a partner, Dick Reed, and under the name of Peachey and Reed spent several years as a gum broker in Auckland. They also had a two stores in the Hokianga district which supplied the diggers with food and clothing. Occasionally they sold articles on behalf of the diggers, several times being asked to sell ambergris which had been found on the West Coast. Once they were asked to find out how much they could get for dead chinese. It was the custom for all chinese who died here to be sent back to China to be buried. When a suitable ship was found the embalmed bodies were loaded aboard. However one of these ships was unfortunate enough to founder off the coast and the bodies were washed ashore. Mr Peachey managed to get £5 (\$10) for the finders of each body.

In 1909 his health gave out and he was told he had only 6 months to live, so he sold out and in 1910 purchased the orchard at Greenhithe known as 'Fern Head'.

Mr and Mrs Peachey's furniture, including a billiard table and His Master's Voice Gramophone were loaded on to a scow and shipped from their residence in Northcote to the Greenhithe wharf. The furniture being transported to their new home by Mr Hansen and his team of horses.

Mr Peachey added two bedrooms and a billiard room to the small cottage which had originally been the house of Mr Blyth's son Warren. The house soon became the mecca for many of the youth of Greenhithe. It would appear that his doctor's diagnosis was incorrect, for in 1915, after several of the men of the district had lost their lives in the war, he and his former partner Dick Reed decided to enlist. Mr Peachey was 45 years old at the time, he put his age back 10 years and went overseas with the 16th Waikato's. He fought in the Battle of the Somme and was badly wounded in both thighs and after several months in hospital he was invalided home. For the two years he was away, Mrs Peachey and her family lived in Auckland.

Mr and Mrs Peachey and family later returned to Greenhithe in 1918. In 1921 they sold the house and 10 acres (Lot 5) to Mr Alfred Sexton and then moved up to 'Tauhina Park' the home of Mrs Peachey's father, Mr Eric Craig.

In the 1920s Mr Peachey was asked to become a member of the Gum Commission in an effort to revive a dying industry and he served on the commission for several years. In 1924 he subdivided (Lots 8 and 9) into 24 sections, Kowhai Road, now Orataua Place being dedicated as an access road. They later built a house in Craig Road, now part of Marae Road. Mr Peachey also built two glasshouses on his land in Rame Road in which he grew tomatoes, grapes and beans. He worked in them until his death in 1950 at the age of 80 years. Mrs Peachey predeceased him in 1932, aged 66 years.

Frank and Lilian Stilwell
Land Owners Lot 4

Frank Stilwell, born 6th August 1868 in Kendal, Westmoreland, England, arrived New Zealand 4th February 1880 with his parents, in the sailing ship 'British Empire'. He later became a bootmaker, his shop being situated in Parnell Road, opposite where St Stephen's Avenue intersects. He lived at Grafton and Parnell at various times.

In 1910 he purchased the property at Greenhithe on which he built himself a holiday cottage. This property he later sold in 1921 to Professor John Bartrum, geology lecturer. Mr Stilwell died 21st October 1943, on a farm he owned in Te Kuiti. He and his wife Lilian had two children.

Frank Stilwell's nephew was also to become a property owner in Greenhithe. He was Judge Wilfred Fosberry Stilwell, who became owner of Lot 14 Crown Grant 79 in 1935.

Frederick and Anna Collins
Land Owners, Lots 11 and 12

Frederick William Collins was born in Leithfield, Canterbury, New Zealand in 1875 and was educated at Mt Cook School, Wellington.

Mr Collins first served his apprenticeship with a Mr Hellyer in Wellington as a monumental mason and letter cutter. He was a keen chess player and in 1902 became New Zealand champion. He was a competent artist in landscape painting and was a pupil of Mr Nairn, a well-known teacher. He put on canvas many scenes of old Wellington, some of which are of historical value in the Alexander Turnbull Library. These interests, along with his love of literature, sharpened his appreciation of the life and beauty of Greenhithe when he came to live there. In approximately 1899 he made a trip to South Africa, England and France, returning to New Zealand in 1904 and settling in Wellington. Sometime later he moved to Auckland where he purchased land at Birkenhead in partnership with a Mr Topp. With the sale of this property Mr Collins then purchased 26 acres at Greenhithe. The land was found to be covered in scrub and bush and the ground still showed the results of the gumdiggers activities.

Mr Collins pitched a tent and set to work to clear the scrub in preparation for the planting of fruit trees, mainly apple, plum and peach. While this work was going on he worked part-time at McNabb and Mason, Monumental Masons who still operate in Symonds Street. About 1913-1914 he built himself a two-roomed house, more rooms being added later.

In September 1914 Mr Collins married Anna Christina Moller at Wellington. Mrs Collins was born in Queensland, Australia and had come to New Zealand in 1899 with her parents who purchased a boarding house in Wellington and it was here that Mr Collins was to meet his wife.



Frederick and Anna Collins - Photo taken 1955

Mr Collins, to supplement his income while his fruit trees were maturing, planted many acres of strawberries, the fruit of which was transported to the markets in Auckland by launch.

In the process of digging his land Mr Collins unearthed quite a large quantity of kauri gum which he would sell to the gum agents who would call periodically in the district. During those early days of fruit-farming, when the new science of chemical fertilizers was beginning, Mr Collins was one of the first orchardists in the Auckland district to realize their value, and to use these fertilizers, and thus he reaped the rewards by producing extremely high quality fruit. Fruit not of best quality or damaged by birds and not saleable at the markets, he decided to preserve by canning. A small canning plant was set up consisting of a wood-fired boiler which would hold five 1lb tins. This proved to be a long tedious job and so a larger canning factory was built. The canned fruit was sold to bakers and hotels together with a small quantity of jam and marmalade.

Mr Collins was made a JP in 1927 and he died in June 1962 aged 87. Mrs Collins died in 1970 aged 80 years. They were survived by a son and three daughters.

George and Annie Coulam

Land Owners Lot 1 (NE), Lot 2 (NE), Lot 3, Lot 1 of Lot 10

George Coulam was born in Auckland in October, 1869. He became a tent maker, a trade which he was to work at until his retirement. His wife Annie was born in Liverpool, England, in December 1868. She came out to New Zealand with her family at the age of 12 on the iron clipper sailing ship 'Stracathro' and settled in Auckland. On the trip out in 1881 the 'Stracathro' carried 72 persons and for cabin purposes she carried 144 fowls, 50 ducks, 13 sheep and 9 pigs. Saloon fare was £42 (\$84), Second Saloon fare £25 (\$50), and Steerage fare £15 (\$30).

Mrs Coulam's father was a stone mason in England and it was because of the scarcity of work that they decided to come to New Zealand. However he found that he fared no better in his trade in New Zealand and decided to leave his family and try his luck in Australia where he stayed for some time, later returning to be with his family.

In 1919, George and Annie Coulam together with their young family, in search of a country house and a form of occupation for their family, purchased two 5 acre lots in Greenhithe, containing an orchard but no house. They then took over the lease of Mrs Cotton's house (now Grey Oaks) from Mr and Mrs Skitrop. In 1922 this house and the surrounding 5 acres were purchased outright. When the small general store situated in the front room of the house became too small, Mr and Mrs Coulam built Greenhithe its first shop in Greenhithe Road near the junction of Rame Road. This shop was later purchased by Mr Blakeway, who later replaced it by building a large store further up Greenhithe Road and next to where he lived. This is the present store.

In 1948 Mr and Mrs Coulam moved to Devonport as the property and house was now too large for their needs. Mrs Coulam died in 1955 aged 87, and Mr Coulam died in 1962 aged 93.

John and Minnie Blakeway

Land owners Lot 2 of Lot 10, Lot 13, Lots 27 and 28 of Crown Grant 79

John Edward Blakeway was born in Worcester, England in 1886. He was later apprenticed to an ironmonger. At the age of 20 Mr Blakeway left his home town for New Zealand where he first settled at Christchurch working in a hardware business. While in the South Island he travelled the North Canterbury and the Marlborough regions with a horse and buggy as a travelling salesman. He later moved to Auckland, working at George Brown and Sons and at John Burns, hardware merchants.



Mr & Mrs W Blakeway
Mr & Mrs J E Blakeway

It appears that Mr Blakeway settled in Greenhithe just prior to his marriage to Minnie Louisa Austin in 1914. While developing his property as an orchard he worked in Auckland, travelling daily by launch. He later purchased the small wooden general store built by Mr and Mrs Coulam and in approximately 1934 he built the present store on his property.

His wife Minnie was an Australian, her parents having originally emigrated from Germany to England and then to Australia in the 1830s. She also purchased property in Greenhithe (Lot 27 and 28, 10 acres, Crown Grant 79) in 1920 which she subdivided in 1922. The access road (Austin Road) she named after her father Benjamin Austin.

Professor John Bartrum and Constance Bartrum
Land Owners Lot 4

Professor John Bartrum was born in Geraldine in 1885 and was educated at the Timaru and Christchurch Boys High Schools and at Otago University. At Otago he was senior scholar in physical science, and obtained an MSc with 1st class honours in Geology and 3rd class honours in Electricity and Magnetism. He also obtained the Associateship of the Otago University School of Mines in geology.

Professor Bartrum spent two years from 1907 to 1909 with the New Zealand Geological Survey under Dr J Mackintosh Bell. For the next two years he was lecturer at the Canterbury Agricultural College, and then he rejoined the Geological Survey under Professor P G Morgan. In 1914 he was appointed lecturer in geology at Auckland University. He died in 1949 at the age of 64.

Crown Grant 24 - Parish of Paremoremo

Comprising 88 acres, on later subdivision was found to contain 104 acres.

This piece of land bordered onto Mr Blyth's property and was also to be developed into a major fruit-growing industry. On 21 September 1854 it was purchased by Archibald Yeaman (farmer) for £40 (\$80). He later subdivided the area into two lots.

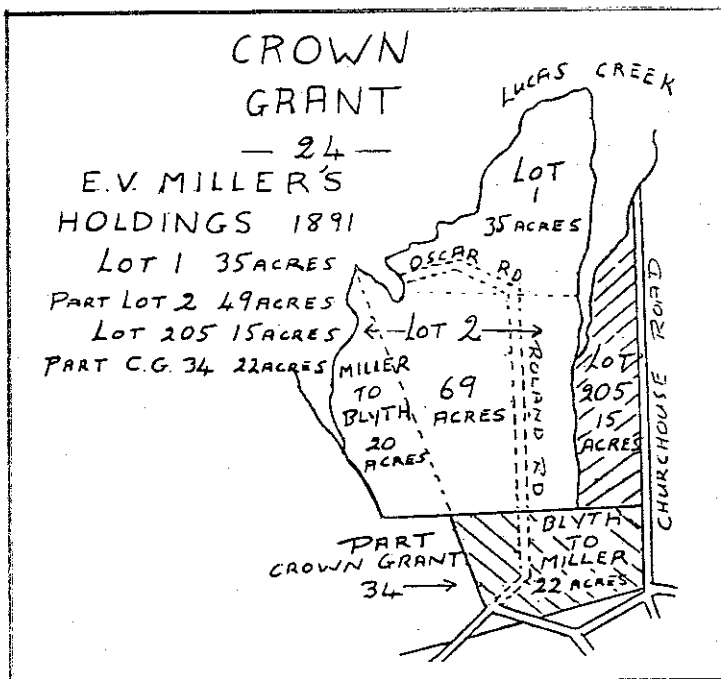
Lot 1 25 acres

Sold in 1856 to Charles Ellis (Surveyor) for £102 (\$204).

Consecutive Owners were:

1859 Robert Williams for £100 (\$200).

1890 Ernest Valentine Miller.



Lot 2 69 acres

Sold in 1856 to Charles Tonner (master mariner) for £282 (\$564).

Consecutive Owners were:

1857 John and Charles Priestley (settlers) for £160 (\$320).

1858 George Deans for £300 (\$600).

1890 Henry Partington (estate agent).

(It is recorded that in 1851, on the ship "Maukin", arriving from Sydney, were the passengers George Partington (watchmaker) and his three sons. One of his sons, Charles, was later to establish the well-known flour mill, known as Partington's Mill, which was a prominent landmark on the Auckland skyline until 1950 when it was demolished. Henry Partington, a brother of Charles, was to open a shop in Auckland in order to provide a retail outlet for his brother's products. He later was to become a commission agent.)

In 1891 Henry Partington transferred the property to Ernest Valentine Miller for £65 (\$130).

Ernest Valentine Miller

By 1891 all of Crown Grant 24 was under the ownership of Ernest Valentine Miller. Mr Miller, finding that his land had no road frontage, arranged with Mr Blyth in 1891 to buy 22 acres from him; this being part of Crown Grant 34. This transaction gave Mr Miller a road frontage onto Greenhithe Road and Churchouse Road. Mr Miller compensated Mr Blyth by allowing him to purchase 20 acres of his land which bounded onto Mr Blyth's property.

Bordering Mr Miller's property was a 15 acre piece of land known as Lot 205 and in 1891 Mr Miller purchased this also, making his total holdings 121 acres. Lot 1 was later found to contain 35 acres, not 25 as originally thought.

As Mr Miller did not reside at Greenhithe, he employed Mr David Clark as manager of his property. Local labour at 6/- (60c) per day was employed to clear much of the land of bush and ti tree. Under Mr Clark's management many hundreds of fruit trees were planted, mainly apples. A few years later these orchards were producing large quantities of fruit which were shipped up to Auckland.

Mr Miller would regularly sail up to Greenhithe in his yacht from Chelsea where he lived. He was appointed manager of the Colonial Sugar Refinery on the 1st January 1886 and retired on the 30th June 1920. He was a member of the Auckland Yacht Club, later to be known as the Royal New Zealand Yacht Squadron.

In 1909 he purchased the 46ft (14m) keeler 'Moana' which had been built in 1886 by Logan Bros. Mr Miller first only cruised the 'Moana' until in 1919 he was persuaded to enter her in the Auckland Regatta. From then on he raced her in most successive years, winning the 1926 Auckland Regatta. Mr Miller was noted for his judgement and ability in the yachting field.

A chemical engineer by trade, he was made president of the Auckland Institute in 1907-1908 and contributed many papers and lectures on physical research and philosophy. A skilled violinist, he played at many chamber music concerts together with a Professor Charles William Egerton, an early professor at the Auckland University. (Professor Egerton was a fine cellist and was well-known in Auckland musical circles as a member of the Orchestral Chamber Music Group).

It was rather a coincidence that Mr Miller, who was born on his father's trading vessel, should die on his own yacht 'Moana' in 1930 aged 69, while he was returning from a weekend cruise to Kawau Island. The yacht was later sold to a Dr Burns who kept on Mr Miller's crew which included Mr Miller's son Alf. The 'Moana' can still be seen on the Auckland Harbour (1983).

In 1896 Mr Miller had sold his Greenhithe property to a Mr James Muir (gentleman) who the same year sold it to William F Stevens (farmer). In 1898 the property was purchased by Alfred Hewson.

Alfred and Sarah Hewson

Mr Alfred Hewson had arrived from Ireland with his parents when he was very young. They first farmed at Monganui in Northland. He later trained as a carpenter and in 1892 he and his wife Sarah purchased 64 acres (part Crown Grant 17) from Mr Thomas Powell. Together with their 10 children they lived in the house that Mr Powell had built. In 1898 they purchased from Mr Ernest Valentine Miller 121 acres (Crown Grant 24) and on this land they built themselves a house which was later the residence of the Hunters.

In 1893 Mr Hewson, together with his brother Walter, tendered for the building of Greenhithe's first school. Six of Mr and Mrs Hewson's children were enrolled at the school, their names being among the first ones recorded on the roll. In 1902 Mr and Mrs Hewson sold their property to Thomas Hunter (mill manager).

Thomas and Ann Hunter

Thomas Hunter was born in Sleights, Whitby in Yorkshire, England in 1854. His father owned the timber and sawmilling firm of William Hunter and Sons. Three years after marrying Ann Chisman of Wakefield in Yorkshire, Thomas decided to emigrate to New Zealand, and in 1882 together with his wife and two sons he took passage on the sailing ship 'Margaret Galbraith'.

The 'Margaret Galbraith' was a small iron vessel of 841 tons under the command of Captain Fergusson. She left England on July 11th 1882, arriving November 9th, 1882. All together she made 21 voyages to New Zealand between the years 1873 and 1900, bringing emigrants from England and Scotland. This was to be her last trip to Auckland and she carried on board machinery and plant for the Devonport Water Works. On her other voyages to New Zealand passengers and freight were disembarked at Port Chalmers, Napier and Wellington. She came to grief on the 27th March 1905 on a trip from the River Plate to England with a cargo of grain.

On their arrival in Auckland, Mr Hunter took a position with a timber company near to his home in Ponsonby. In 1902 with the purchase of the Greenhithe property, Mr and Mrs Hunter, together with their 8 children (7 boys and a girl, two boys had previously died in childhood) decided to settle in Greenhithe. Mr and Mrs Hunter's sons were Arthur, Norman, Bertram, Roland, Cecil, Sydney, Oscar, and a daughter, Mabel.

Mr Hunter and four of his sons would travel by their launch each day to work in Auckland. His three other sons worked in the orchards previously established by Mr Miller. It was not unusual for many local residents to hitch a ride to Auckland with the Hunters and in 1908 Mr Hunter decided to obtain a passenger licence in order that he might legally convey passengers to and from Auckland. (A write-up of the Hunters' venture into the shipping trade appears in a later chapter).

In 1920, Mr Thomas Hunter decided to subdivide all of his property, except for the 35 acres being Lot 1 situated on Lucas Creek. Two roads were dedicated in order to open up the main part of the subdivision. These two roads were named Roland and Oscar after two of Mr Hunter's sons who were killed at Gallipoli and France in the First World War. In conjunction with Mr Churchouse, Mr Hunter donated part of his land in order that Churchouse Road could be extended. This made it possible for further land to be subdivided. In all 61 sections,

mainly 1 to 4 acre lots, were put up for sale under the name of Denholme Estate. The name Denholme was chosen in memory of Mr Thomas Hunter's youngest son Denis who had died at the age of 5 years.

It is of interest to note that the application for subdivision had the following annotation:

"The purpose of the subdivision is for small orchards, market gardens and poultry farms and there is no intention or prospect that it will become a residential area."

Mr Thomas Hunter died in 1935 aged 81 leaving issue 5 sons and 1 daughter, 4 other sons having predeceased him. One of Mr Hunter's sons, Norman, until his death in 1972, lived in the old homestead, previously built by Mr Hewson.

In 1973 Mrs Esther Caroline Hunter, wife of Norman Hunter, sold the balance of Lot 1, now 26 acres, to Stratful Jones Associates Ltd, who registered it in the name of Kingfisher Country Club (Inc). It was proposed to develop the area into a family entertainment sports complex with a golf course, games rooms, restaurant, boating, swimming, a bar, conference and reading room and in the evenings, nightclub entertainment. However the plans did not eventuate due to lack of support plus town planning and liquor licencing problems.

In 1976 the area was sold to Hopper Bros. Developments Ltd, who, in order to preserve the wooded character of the subdivision, employed a crane to lift out the old pine trees to avoid damage to the pongas, totaras, miro and other native trees. This conservation method was a first for a subdivision in New Zealand.

In 1978 the area was subdivided into 32 sections plus reserves under the name of Kingfisher Grove. The road dedicated to service the area was also named Kingfisher Grove. After the death of Mrs Hunter the 3 1/4 acre property on which the Hunter homestead stood was, in 1981, subdivided into 5 lots. In 1983 the 80 year-old homestead was destroyed by fire.

CROWN GRANT 17 PARISH OF PAREMOREMO
Comprising 84 acres

This piece of land as a crown grant was sold to John Gamble (settler) on the 26th April 1854 for £40 (\$80) - transfer witnessed by Robert Henry Wynyard, Superintendent of Auckland Providence. Gamble later subdivided the area into two lots.

Lot 1 comprising 20 acres he sold to Walter Henry Cropp (engineer) on the 15th May 1862.

Lot 2 comprising 64 acres he sold to Thomas Powell (publican) on the 23rd May 1867.

In 1866 Lot 1 was purchased by Samuel Widdison (lacemaker) for £30 (\$60).

Samuel and Ann Widdison

Samuel and his wife Ann were from Basford in the county of Nottingham. A son born on the 19th March 1856 was named Thomas Samuel. It is not known exactly why and when Samuel, his wife and son chose to emigrate to New Zealand. Thomas was, however, of an age that he remembered the voyage out. The idea of emigrating may have arisen because of the mass emigration which had previously taken place in 1848.

In the early 1800s lacemakers and their families had left England to work in the lace factories in France, mainly in Calais. Because of a revolution in 1848 many factories closed and many reduced their staff. The first to be dismissed were the foreigners which included the English. Hundreds of workers poured

back to Nottingham, England, only to find that there was no work to be had there. The idea of a mass emigration was found to be the solution. Three shiploads of approximately 900 lacemakers and their families left England for Australia in 1848.

After Samuel had settled in Greenhithe in 1866 it is said that he used to run a sailing cutter up Lucas Creek, from Auckland to Albany. It may have been that he had the contract to deliver mail and supplies and he was probably the first person to establish river trade in the area. Samuel died on the 23rd December 1883, aged 66 years, and his property passed to his son Thomas.

In 1880 Thomas had married Jane Simes, the daughter of Henry and Mary Ann Simes, another early settler and a near neighbour. Mr Simes had been a shoemaker in Poole, (county of Dorset) before coming to New Zealand. It was inevitable that Thomas and Jane should marry as he was the only eligible bachelor and she the only eligible spinster in the district. Of this union 5 boys were born: Thomas Jnr, born 1881, Henry, born 1882, William, born 1886, Arthur, born 1888, and Harold, born 1899.

In 1909 Thomas subdivided the 20 acres into two lots: Lot 1 transferred to his son Thomas Jnr and Lot 2 transferred to another son Arthur.

Thomas Snr. died in 1933 aged 77 and at that time was the oldest settler in Greenhithe. The youngest son Harold, like his father, married an early settler's daughter. She was Lillian Clark, daughter of Charles Clark, owner of land in Isobel Road.

(Charles Clark was a brother of David Clark, owner of Lot 1 Crown Grant 79 and Crown Grant 21.)

Consecutive owners of these two smaller lots were:

Lot 1 comprising 9 acres:
1910 Thomas Widdison,
1935 John Francis Pullen,
1942 Harold Henry Dreavor,
1959 Raymond J.H. Dodd who subdivided 6 Churchouse Road frontage sections in 1964. The balance of 7 acres purchased by David W Gray. 1974 K W A Douglas.



Clark family

L to R: Annie (Mrs Frost), Mrs Clark, David, Lenna, Mr Clark, Elizabeth (Lizzie -Mrs MacKay)
Photo taken approximately 1900

Lot 2 comprising 10 acres: 1911 Arthur Widdison, 1944 Hugh Wright, 1954 William Frederick Payne, 1973 Colin W Hall and David F Fuller, 1974 Ridgeland Development Ltd, 1976 Land taken for a recreation ground (Part Wainoni Park).

The balance of Crown Grant 17: 64 acres being the original Lot 2 This piece of land was leased by Thomas Powell to Samuel Langford (farmer) in 1889, and in 1890 the lease was transferred to John Cotterill and William Dawson (farmer). In 1892 purchased by Alfred Hewson for £850 (\$1700). Alfred Hewson lived on this property until he purchased Crown Grant 24 in 1898 on which he built himself a new home. He then had tenants on Crown Grant 17 until he sold out in 1905 to Albert Churchouse.

Albert Churchouse was what was known in England as a 'gentleman farmer' and owned several properties in Somerset. He farmed one of these himself and leased the others to tenants. He did not marry until fairly late in life and then married Florence Fleming, the daughter of an Anglican clergyman. They had four children and it was on account of them that he decided to sell up and come to New Zealand, thinking they would have a better chance in a new country.

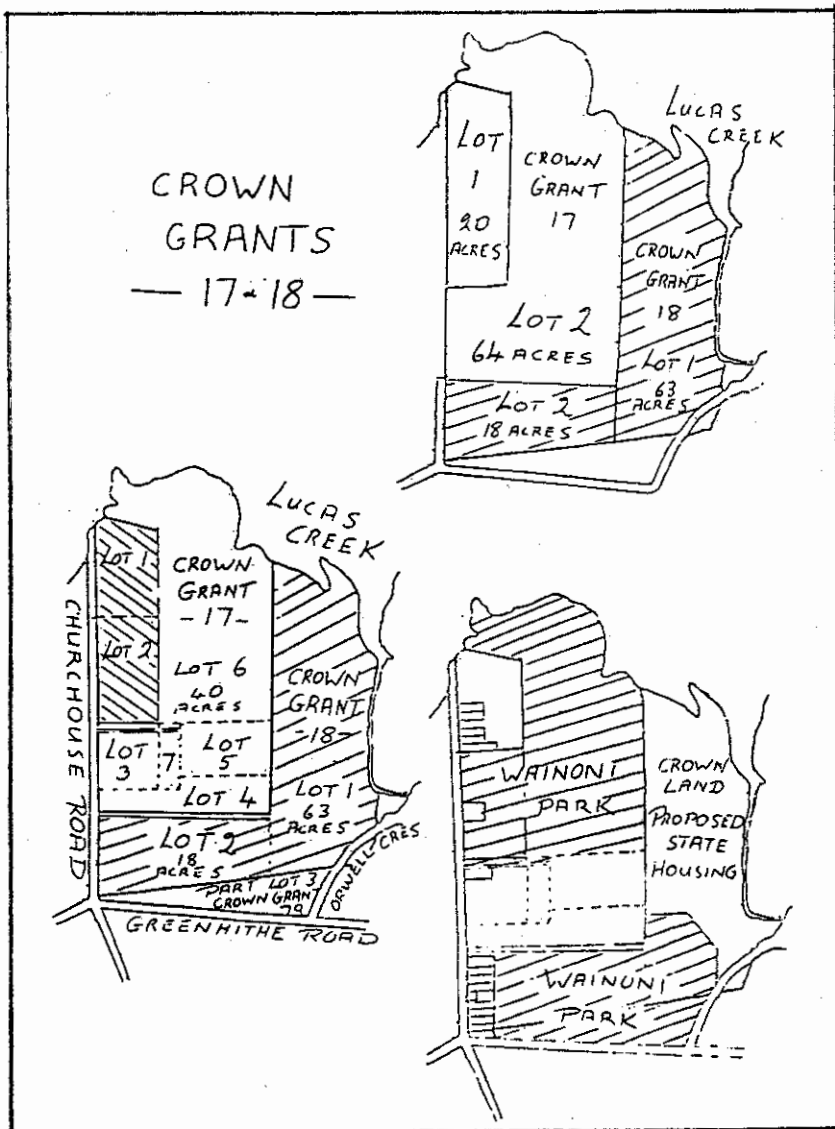
He and his wife and family sailed for New Zealand and arrived in 1904. After having a quick look around he decided to purchase 64 acres of land at Greenhithe in 1905 on which there was a comfortable old house built by Thomas Powell, but both house and property had been neglected over the years. A disappointment was in store for Albert Churchouse. He soon discovered that there was no cheap labour available as he was accustomed to in England. However, with the help of his elder son John and some outside help they succeeded in making a very nice little farm and home surrounded by a lovely garden. Most of Mr Churchouse's time being taken up with the occupation of fruit growing.

The only access to the house and property was the half chain crown grant road leading off Greenhithe Road, the

greater part was just a walking track to the banks of Lucas Creek, where the house was situated. Through Mr Churchouse's endeavours to have the road improved and developed, and later in conjunction with his neighbours, the Widdisons and Mr Hunter, the road was extended to its present length in 1920 and later named Churchhouse Road.

In 1913 Mr Albert Churchouse subdivided a 6 acre portion of land with a roadside frontage, this being Lot 3 which was transferred to Mr Churchouse's married daughter Florence and his son John. A house was built and his daughter and son-in-law, Florence and Arthur Andrews, moved onto this property.

In 1916 Mr Churchouse decided to subdivide part of his property (approx. 16 acres) surrounding Lot 3. In order to make an access right-of-way he had an acre of land subdivided off Lot 3. The back portion of land was then surveyed into two 7 acre lots (Lots 4 & 5) and one 1 acre lot (Lot 7). The 1 acre lot he transferred to Mr and Mrs Andrews to compensate them for their loss in the forming of the right-of-way. With the 1916 subdivision, Lots 4 and 5 were



transferred to Mr Churchouse's son John who had married Wynnefred Cooper daughter of Charles Cooper another early settler.

On John Churchouse's departure overseas to the war, Mr Albert Churchouse, who was getting on in years decided that as his other son Albert Jnr. was working in Auckland it would be advisable that he and his wife Florence move into the city and Mr and Mrs Andrews then moved into the old homestead. With the return of Mr John Churchouse after the war, he and his wife settled on their property (Lots 4 and 5) and commenced to establish a fruit farm. In 1940 this property was sold to Mr Sydney Colebrook.

On the death of Mr Albert Churchouse the original farm (Lot 6) of approximately 40 acres was left to his two sons, John and Albert, who by this time realized that Greenhithe surrounded by water on three sides was not likely to go ahead for many years, so they sold out to Mr Hugh Wright in 1931. The property was sold to William Payne in 1954.

Consecutive owners of combined Lot 3 and Lot 7 (6 acres) were: 1913 Florence Andrews and John Churchouse, 1919 Robert Dillner (brother-in-law of Florence and Arthur Andrews), 1924 Arthur Widdison, 1938 James Newey, 1948 Gerald Newey, 1962 Alan Archer.

Consecutive owners of Lots 4 & 5 (14 acres) were: 1940 Sydney Colebrook, 1948 William Martin, 1959 Frederick Subritzky, 1969 John Simpson.

Consecutive owners of Lot 6 (40 acres) were: 1929 John & Albert Churchouse, 1931 Hugh Wright, 1954 William Payne, 1973 David F Fuller & C W Hall, 1974 Ridgeland Development Ltd, 1976 Land acquired for a recreation reserve (Wainoni Park).

CROWN GRANT 18 PARISH OF PAREMOREMO

Comprising 88 acres. On subdivision found to contain 81 acres.

This piece of land as a crown grant was sold to John Gamble for £ 40 (\$80) in 1854, the transfer being witnessed by Robert Henry Wynyard, Superintendent of Auckland Providence. In 1867 was purchased by Henry Stuart (gardener) for £ 20 (\$40) and in 1869 was again sold, this time to James Gunsen (carpenter) for £ 50 (\$100).

In 1870 purchased by Henry Simes (shoemaker) for £ 50 (\$100) and in 1908 was sold to Thomas Samuel Widdison, son-in-law of Henry Simes for £ 130 (\$260).

In 1911 Thomas Samuel Widdison subdivided his property into two lots.

Lot 2 (18 acres) the same year he transferred to his son William Widdison. Consecutive owners were: 1923 Harry Young, 1958 James, Richard, William and Gerald Newey, who in 1960 subdivided 17 sections fronting onto Churchouse Road. 1973 Balance of land acquired for recreational purposes (Wainoni Park).

'Wainoni' the name given to the park was originally the name given to Greenhithe by the postal authorities in 1910.

Lot 1 (63 acres) Thomas Widdison in 1943 transferred to another son, Henry Widdison.

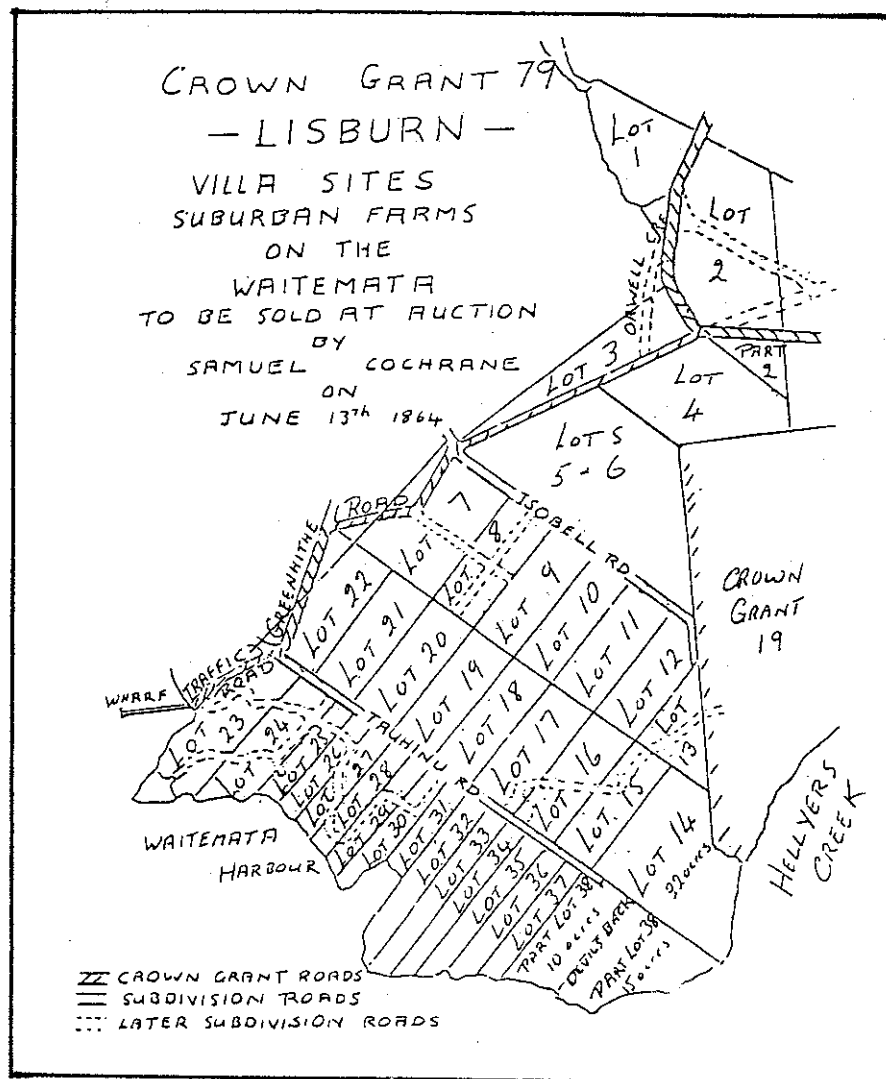
Consecutive owners were: 1945 Cecil Mardon, 1948 David William Gray, 1964 10 acres only purchased by Cyril and Doris Wood which was in 1974 acquired for recreational purposes (Wainoni Park). 1973 Balance 42 acres transferred to David Reid Tippet and the same year was transferred to Her Majesty the Queen for state housing purposes.

CROWN GRANT 79 PARISH OF PAREMOREMO
Comprising 427 acres

This piece of land, as a crown grant was issued to James Murray (sadler) on the 10th June 1862 under the Land Claims Settlement Act. On the 31st August 1864 it was purchased by Samuel Cochrane, an agent, broker and auctioneer who subdivided the whole area into 38 lots. To open up this area, two roads were dedicated on 29 September 1864: Isobella Road now Isobel Road and Andrew William Road, later lower part of View Road and now Tauhinu Road.

Mr Cochrane had 2 sons and 2 daughters and it may have been after them that these roads were named. It is recorded that one of his sons was called William. As Greenhithe was still unnamed but was generally referred to

as the Lucas Creek area, Mr Cochrane called his subdivision the 'Township of Lisburn' a name that later was to be considered when local settlers were considering what to name the area. The year before Mr Cochrane had also placed on the market the first sections for the township of Takapuna.



Samuel Cochrane
Purchaser of Crown Grant 79 in 1864

Mr Samuel Cochrane, born in New York in 1816, the son of Joseph and Rebecca Cochrane. It is recorded that Mr Cochrane was a resident in New Zealand for 50 years before his death, so it would appear that Mr Cochrane left America, probably with his parents, at a very early age. It may have been that they moved to Liverpool, England, for after Mr Cochrane moved to New Zealand he purchased land on the North Shore which in 1863 he named Birkenhead, said to be named after the town of his boyhood.

He made several trips back to England, one of these being in 1842 when he married in London, at the age of 26, Sarah Martha Parker. In New Zealand Mr Cochrane was appointed by the government as an agent to settle land claims in connection with the main trunk line as far as Drury.

In 1858 he settled in Auckland where he commenced business as an auctioneer and estate agent. In 1864 his auction notice for his Greenhithe subdivision appeared in the Southern Cross newspaper as follows:

SALE BY AUCTION THIS DAY

LISBURN - 427 ACRES ON THE BANKS OF THE WAITEMATA.

(Seven miles from Auckland)
Between Lucas and Hellyer's Creeks.

The subscriber has received instructions from MR. JAMES MURRAY, to sell at his Land Mart, Fort Street, on Monday, the 13th inst, at 12 o'clock.

427 ACRES OF LAND, surveyed, pegged, and laid out as the

TOWNSHIP OF LISBURN.

This fine property has many advantages. As an investment it has no equal in the market. The lots are very large, and the land is very excellent not only for agricultural purposes but for manufactures and trade. It is bounded by the deep waters of the Waitemata on one side, by the direct and nearest road to the Wade on another, and is well supplied with fresh water.

On its sea-board there are first-rate situations for Shipbuilders, who only require to know it to properly appreciate its value to them.

To the Potter there is the genuine clay for his purposes, of undeniable quality, and to any extent.

The Brickmaker will find on the very water's edge, the best of clay, free from lime, with fresh water at once.

For Settlers, such a homestead, within an easy distance of Auckland, with every facility for agricultural produce and rural comfort, cannot be excelled at any time.

Plans, perfectly accurate and reliable, are now in extensive circulation, and may be had on application to the Auctioneer.

LUNCHEON AT HALF-PAST ELEVEN

SAMUEL COCHRANE.

In partnership with a Mr W Goodall he purchased the Prince Alfred Battery at Thames. He also purchased the government steamer 'Sandfly', afterwards to revert back to her original name of 'Tasmanian Maid'. The bell of this steamer was later presented to the Old Greenhithe School for use as a school bell.

On the 25th July 1865 the Herald, in announcing the purchase of the 'Sandfly' by Mr Sam Cochrane, largely interested in North Shore property and in the Waitemata Ferry Co. Ltd., expressed the hope that the Waitemata Ferry Co. Ltd., may soon become the Auckland Steam Navigation Co. by procuring a few boats like the 'Sandfly'.

Another vessel owned by Mr Cochrane was the North Shore ferry steamer 'Waitemata', built in 1864 and afterwards to be cut in two, lengthened, and renamed the 'Enterprise No 2'. This vessel carried the first official prospectors to the Thames. Mr Cochrane and his son William Stephen were also involved in the public affairs of Devonport.

In 1867 Mr Cochrane Snr. was chairman of the Devonport Highway Board. In 1870 he was chairman of the Devonport Ratepayers Association and he represented Devonport for Auckland's first harbour board in 1871.

In the 1870s a further trip back to England was made and while there, he was asked to act on the New Zealand government's behalf as immigration agent for the north of Ireland. It is recorded that Mr Cochrane was residing in Ireland in December 1878. Soon after he must have returned to New Zealand, for he died on the 8th June 1879 at Remuera, Auckland, leaving a wife, two sons and two daughters. The balance of his Greenhithe properties passed to his son and daughter-in-law, William Stephen Cochrane and Sophia Sarah Cochrane.

The first lots sold were in 1864 being Lots 9,10,12,13,21,23 and 31

Lots 9 and 10 comprising 10 acres each were purchased by Captain Maxwell Reeve for £ 25 (\$50). Captain Reeve was late paymaster to Her Majesty Queen Victoria's 5th Dragoon Guards. He later settled in Quinta Da Poutinka on the island of Madeira.

1893 purchased by Percival Ford Hills for £ 25 (\$50). On Percy Hills' death in 1938 property was transferred to his sister Bertha Hills. The same year transferred to Harold Crimmins.

Lots 12 and 13 comprising 17 acres purchased by Mathew Thomas Clayton (gentleman) for £ 15.10.4 (\$31.04).

Consecutive owners were:

1909 Jeannie Bell, wife of Henry Bell, 1923 Thomas Bell (shipwright), 1923 Part of what is now Upper Harbour Drive dedicated through Lot 13, 1943 William Caplin Lot 12 and Part 13. William Caplin had also purchased Lot 11 in 1941, 1950 Alex Burrell purchased Lots 11, 12 and Part 13 (23 acres), 1956 Mr Burrell subdivided 10 sections part of Lot 13 and fronting onto Upper Harbour Drive, 1957 Lawrence Michael Hogan balance of property.

Lot 21 comprising 10 acres, purchased by Richard Smith (builder), 1895 auctioned in lieu of rates to the highest bidder and was purchased by Henry James Blyth for £ 5.15.3 (\$11.53). 1895 the same year Blyth sold to Harold Hills for £ 20 (\$40).

Consecutive owners were:

1902 John Bell (settler), 1911 Alfred Searle (Albany fruit-grower), 1911 (same year) William John McKay (doctor), 1913 John Harold Moody, 1933 Harold Widdison, 1957 Jean Ayres who subdivided part into 6 small sections fronting onto what is now called Tauhinu Road.

Lots 23 and 31 comprising 22 acres purchased by Matthew Henderson (architect) for £ 76.2.6 (\$152.25), 1868 Mary Henderson, 1904 Jane Crigg who sold Lot 31 (4 acres), to Joan Hayles (gentlewoman) for £ 16.18.0 (\$33.80).

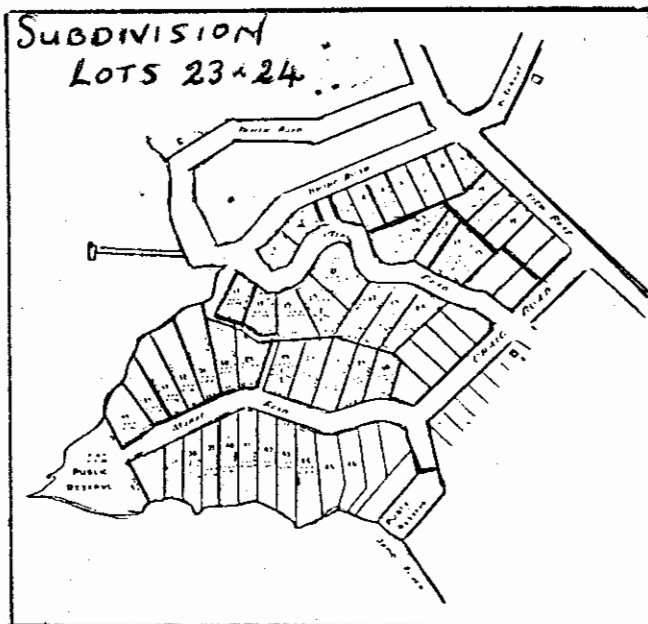
Consecutive owners of Lot 31 were:

1911 Jeannie Bell, wife of Henry Bell, farmer of Greenhithe for £ 50 (\$100), 1923 Thomas Bell (shipwright). In 1920 Jane Crigg sold Lot 23 comprising 18 acres to David Teed (chemist) who sold in 1921 to Frederick Rose, Walter Thomas Smith and John Huia Vivian (surveyor). In 1922 Lot 23 together with the neighbouring Lots 24,25,26,27 and 28 owned by Mrs Susannah Peachey and Mrs Minnie Blakeway were subdivided into 97 sections. Four roads were dedicated in order to provide access to these sections: Craig, (part continuation of Marae Road, part Koki Road), Marae, Rata (now Rahui) and Austin Roads.

On information supplied, it appears that each family involved in the subdivision were to name a road after some member of their family.

Mrs Blakeway named Austin Road after her father, Mr Benjamin Austin and Mrs Peachey named Craig Road after her father Mr Eric Craig. The derivation of the name Marae is debatable. Research on information received revealed two probabilities: 1) That the road was named after a Maori settlement, 2) That Mr Smith named the road after his wife Maria. The early deeds show the name as Marae, the name however could have been a spelling error. Descendants of the land owners tend to favour the second reason.

The Sale Notice for Lots 23 and 24 appeared as follows:



Greenhithe

Good fishing, only eight miles from Queen Street, Tennis Courts.

As an investment for your money Greenhithe stands unrivalled. Its natural beauty and position assures its future as an important seaside resort and suburb. Invest here and expect tremendous profits that Greenhithe will give almost now.

Sections from £70 to £175
Terms 20% Deposit,
Balance 3 years at 5%

Beautiful views of the city and harbour, picturesque water frontage, daily boat service, school, store, hall, P.O.

Information on some of the land owners of these first lots:

Percival Ford Hills, Mathew Henderson, Frederick and Isabel Rose, Walter Thomas Smith.

Percival Ford Hills Land owner Lots 9 and 10

Percy Hills was born at Bow, London in the year 1869, the sixth of twelve children of Walter Augustus and Francis Mary Hills. Percy's father was an architect and surveyor and was later elected a Member of the Royal Institute of British Architects in 1890. His largest work was the restoration of the famous Bow Church in 1893.

Percy was the first of his family to leave Britain. He arrived in New Zealand in 1892 and purchased his Greenhithe property a year later. (20 acres, Lots 9 and 10 of Crown Grant 79). In 1893 two of Percy's brothers Frank and Harold arrived in New Zealand and they too purchased land in Greenhithe. Frank Lot 22 and Harold Lot 21 in 1895. Two sisters also came to New Zealand, Amy and Bertha. Amy and her brother Harold did not settle for very long and soon returned to England. Meanwhile, Percy had built himself a three-room shack of corrugated iron, with a lean-to chimney. The floor was of trodden earth scattered with floor mats made from sacks. Later a wooden floor was added. He was very fond of music and pride of place went to his piano which gave him much pleasure and company over the years, as he remained a bachelor all his life.

Percy set out to cultivate his land, first clearing it of ti tree and scrub. During the day he would spend hours digging his land in preparation for the planting of fruit trees. In the cool of the evening he would smash up the clods of the now dry sods of earth and clay. Many fruit trees were planted over the years, mainly peach.

In 1923 and 1924 Percy purchased further pieces of land, Lot 29 and Lot 30 respectively. On the 16th March, 1926 a road was dedicated through these lots, later to be named Lower Austin Road, now Remu Road. A year later he subdivided the whole area into 25 sections. On one of these sections he built a holiday bach for his sister Bertha. Bertha had arrived in Auckland in 1902 and had first kept house for her brother Frank until his marriage in 1904. She later lived at Grey Lynn and then at Epsom. The holiday bach situated at the end of Austin Road she named the 'Outlook' as it commanded a panoramic view over the Waitemata Harbour, Hobsonville and Herald Island.

In 1938 Percy Hills died at the home of his old friend Harold Widdison. He had been taken there from his home the day before, for care in his illness. On his death his property passed to his sister Bertha Hills. Miss Hills was a staunch member of the Anglican Church and in 1939 donated a section as a building site on the corner of what is now Remu Road and Tauhinu Road. This site was never used and was later sold. Miss Hills died in September 1952 while in England on a visit to her relations there.

Frank Hills, in the meantime, had made a name for himself in the business world. He had first commenced work washing bottles at an evaporating and jam-making factory owned by Robert Stanley Thompson. This was a small tin shed in Freemans Bay. The company later got into difficulties and failed. Frank Hills and Robert Thompson in 1897 decided to restart the business as a partnership which prospered and became one of the largest canning and jam-making concerns in New Zealand, 'Thompson and Hills'. Their trade name 'Oak' became a household name throughout the country and the company is now part of the Watties group.

Walter Thomas Smith and Frederick & Isabel Rose
Land owners Lot 23

Walter Thomas Smith was born in Gloucestershire, England and on arriving in Auckland commenced business as a furniture manufacturer at the top of Symond Street in approximately 1896. He later went into partnership with James Brown who owned a furniture shop in Karangahape Road. Together they opened a retail shop in Symonds Street, in conjunction with the factory. In 1926 the partnership of Walter Smith and James Brown was bought out and a new company formed which was to retain the founders' names. This firm has now grown into one of the largest furniture suppliers in New Zealand: Smith and Brown Ltd.

Frederick Rose was born in Auckland, his father having arrived in New Zealand from Yorkshire at the age of three. Frederick later became a partner in a hat and cap manufacturing concern in Auckland, Marks and Rose. Mr Rose died at Greenhithe in 1941.

Matthew Henderson (architect)
Land owner Lots 23 and 31

Matthew Henderson, born Scotland, arrived Auckland with his wife Mary and two children on the ship 'Indian Empire' in 1862. The building of St Andrews Presbyterian Church in Symonds Street was commenced in 1847, and in 1850 it was opened for divine service. The church tower and portico were added in 1882, from a design competition won by Mr Henderson, £20 (\$40) first prize. He was also to design the towers and verandahs for Alberton House.

In 1864 he was prizewinner in a competition for the design of the Post Office and Customhouse in Auckland. The news of his death appeared in the 'Auckland Star' on 7 January 1904.

On 16 January the 'Herald' stated 'the body of the late Mr Matthew Henderson, architect, who has been missing since January 5, was found near Pine Island on Thursday evening, and brought to town yesterday. An inquest was opened at the Criterion Hotel yesterday afternoon before Mr Gresham, coroner, and a jury.' The jury returned a verdict 'to the effect that the body of the deceased was found at Pine Island, but that there was no sufficient evidence to show how he came by his death'.

SUPPOSED DROWNING

An elderly man named Henderson, a resident of Victoria Street West, has been missing since early on Tuesday morning and is supposed to have been drowned. The missing man, who is over 80 years of age, went to Greenhithe in the SS Vivid accompanied by his son William Henderson. At Greenhithe they borrowed a boat from Mr Knaggs, a settler of the district, and rowed across to Lucas Creek. The son here engaged a bed for his father and wanted him to stay the night. The father refused to stay and they accordingly returned to Greenhithe. They could not land there, however, and rowed to Pine Island, reaching there at 2.30 am. The son pulled the boat onto the beach, and then went to have a sleep some little distance away, leaving his father in the boat. The son slept until about four o'clock, and when he awoke he found that the dinghy and his father had disappeared. Later in the day the dinghy was found drifting towards Riverhead with a rug and other articles in it. District Constable Rowe and one of the Devonport police have been searching for the missing man, who is supposed to have been drowned, but so far without success.

The second lots sold were in 1865, being Lots 1,2,5,6,15,16,17,18,19,20,29,30,32,33,36,37 and 38.

Lots 1,5,6,15 to 20 comprising 109 acres were purchased by Gabriel Lewis, (auctioneer) for £111 (\$222).

Consecutive owners were:

1865 (same year) Simon Lipstine,
1871 William Kirby, (coal merchant) for £115 (\$230), 1872 Thomas Forgham,
1881 Thomas Forgham sold Lot 1 comprising 14 acres to John Arthur Rose.

Consecutive owners of Lot 1 were:

1883 David Clark (settler), 1918 Richard Eames, 1929 Margaret Birch.

Lots 5 and 6 comprising 38 acres, Thomas Forgham sold in 1887 to Charles Clark (brother of David Clark).

Consecutive owners were:

1889 Johnston Brydges Sayers and George Brydges Sayers,
1892 David Maxwell Heron (gum storekeeper of Cut Hill),
1893 Harry Gordon Margett, 1908 Captain John Gibbons (master mariner),
1911 Alfred Berryman, 1920 Trevor Barber,
1920 New Zealand Government, leased to Ernest Sydney Colebrook.
1939 Herbert Edward Cottle, 1951 Doris Cottle (widow) subdivided 33 sections fronting Isobel and Greenhithe Roads. Balance one 2 acre lot and a 27 acre lot.
1951 27 acre lot purchased by Ralph E. Silvester.

Lots 15,16,17,18,19 and 20 comprising 57 acres, Thomas Forgham sold in 1887 to George William Hanson.

1910 Lot 18 10 acres purchased from Mr Hanson by William McKirdy.

Consecutive owners were:

1912 Harry Turner, 1920 Emma Hockenhull, 1936 Arnold G Hockenhull (farmer).
1948 Waldemar Madsen, 1951 Leonard Wood, 1951 Robert McMonagle,
1965 Part of property subdivided: 6 sections fronting onto Tauhinu Road.

1911 Lot 19 10 acres purchased from Mr Hanson by Harry Turner.

Consecutive owners were:

1920 Emma Hockenhull, 1934 Arnold G Hockenhull (farmer),
1948 Emily A M Schelling, 1960 Thomas G. Stephens.
1962 Part of property subdivided: 5 sections fronting onto Tauhinu Road.
1962 balance of 8 acres purchased by Theodora Papaconstantinou.

1912 Mr Hanson subdivided Lots 15, 16 and 17 into 5 smaller lots. 2 acres taken for an access road. (Top end of Tauhinu Road.) These lots were then put up for sale. In 1921 4 of these lots, total area 20 acres, were purchased by Charles Pitcher.

1931 Lot 20 10 acres on Mr Hanson's death passed to Albert and William Hanson.

Consecutive owners were:

1939 to 1943 various members of Hanson family.
1943 Arnold G Hockenhull (farmer), 1948 Emily A M Schelling.
1959 John Raspe, who subdivided two large roadside sections balance purchased in 1974 by Noel Harrison (builder) and Brian Fox (solicitor).
1975 Johannes VerLaaren. 1978 Subdivided into 7 sections, Manon Crescent being dedicated as the access road.

Lot 29 comprising 5 acres purchased by Harriott Stilwell (settler) for £ 9.15.10 (\$19.59)

Consecutive owners were:

1866 William Beazley (carpenter) for £ 8 (\$16).
1911 Joseph and Lois Beazley, 1920 Frederick H. Wood, 1923 Percy Hills.

Lot 2 and Lot 30 comprising 31 acres, purchased by George Dewhirst (settler) for £ 39.12.5 (\$79.25)

Consecutive owners were:

1865 (same year) W McGifford, 1875 William Aitken (estate agent),
1901 Alexander Aitken (nephew of William Aitken).

In 1904 Lot 30 comprising 4 acres was purchased for £ 14 (\$28) by Edward Earle Vaile (estate agent) who sold property to Percy Hills in 1924.

In 1927 Lots 29 and 30 (9 acres), Percy Hills subdivided into 25 sections, Lower Austin Road (now Remu Road) being dedicated the year before.

In 1909 Lot 2 comprising 27 acres Alexander Aitken sold to Eric Craig. In 1921 transferred to his daughter Sussanah Peachey. Mrs Peachey in 1922 subdivided area into 3 lots:

1933 Lot 1 (10 acres) transferred to Patricia and Richard Dennis.
1929 Lot 2 (12 acres) transferred to Patricia and Richard Dennis.
1946 Lot 3 (3 acres) transferred to Richard Dennis.

In 1962 a portion of Lot 2 was taken for the straightening of Greenhithe Road. The loop portion of Greenhithe Road by-passed was later renamed Orwell Crescent.

Lots 32 and 33 comprising 10 acres were purchased by William Scott Greene (settler) for £ 42 (\$84).

Consecutive owners were:

1885 Alfred Buckland (auctioneer), 1893 Edward Earle Vaile (estate agent),
1948 Trenton Charles Webster.

Lots 36, 37 and 38 comprising 36 acres were purchased by William John Messenger (butcher) for £68.12.2 (\$137.22).

Consecutive owners were:

1865 (same year) Arthur Bull, 1901 Charles Frederick Cooper,

1905 Catherine Eliza Cooper.

1905 Lots 36, 37 and part of Lot 38 total area 21 acres were purchased by Eric Craig, father of Catherine Eliza Cooper.

1924 Stanley Irwin. (See write up on 'Tauhinu Park')

Balance of Lot 38 (15 acres):

1935 Wilfred Fosberry Stilwell (stipendiary magistrate).

1948 The above 15 acres together with the neighbouring 22 acres of Lot 14 were taken over by the army as a defence area.

1952 Purchased by Robert Woodside, 1964 Lindsay Woodside.

This part of Lot 38 known locally as the Devil's Back, is at its highest point 276 ft (84m) above sea level.

Information on some of the land owners of the second lots sold:

David and Elizabeth Clark, Johnston and George Sayer, George William Hanson, Captain John and Annie Gibbons, William John Messenger, William Aitken, Alfred Buckland, Edward Earle Vaile, Charles (William) and Kathleen Pitcher.

David & Elizabeth Clark
Land owners Lot 1 and Crown Grant 21

David Clark, the elder was born in County Tyrone, Ireland in 1853. He later decided to emigrate to New Zealand where he met and married his wife Elizabeth. In 1883 they purchased 14 acres in Greenhithe being Lot 1 of Crown Grant 79.

In the preparation of this land for the sowing of grass seed and the planting of fruit trees, quite a large quantity of kauri gum was unearthed. Mr Clark would sell this gum and also, to supplement his income, he would go out fishing. He knew all the good spots around Hellyers Creek, Herald Island and even up as far as Riverhead. These spots would be fished alternatively. The fish would be loaded onto a trap and he and his horse would set out over the clay tracks out of Greenhithe to Birkenhead, Northcote and Takapuna where he would sell his catch. Four flat fish would sell for a total of 1/- (10c). In time he built up a large clientele, and later when his fruit trees had matured, he sold his fruit the same way.

For many years Mr Clark was the only settler in Greenhithe who owned a horse and trap, and he was also the first to run a herd of cattle. These cattle were the main cause of the antagonism between Mr Blyth and himself. (See previous write up)

Looking at where Mr Clark's property was situated in relationship to Mr Blyth's, Mr Clark's cattle did appear to roam quite a distance from home. Being Irish with an Irish temperament did not help either.

Mrs Clark used to make butter which she sold locally, the balance being delivered by the horse and trap to outlying areas. She also used to enter her home-made butter in fêtes and shows, winning many prizes - prizes being in the form of money or produce. In approximately 1902 she won the champion prize at the Auckland Show. The prize was a Singer sewing machine which is still in the Clark family.

When Mrs Mary Ann Simes (a neighbour) died in 1894, Mr Clark was asked to transport the coffin out of Greenhithe and up to the Albany Churchyard. This proved to be a long and hazardous journey as the saddle tracks were wet and in

places very steep. Frequent stops had to be made in order that a wheel of the trap could be strapped to stop it from slipping back down the slippery inclines. In later years coffins were transported by boat.

In 1891 Mr Clark took over management of Mr E V Miller's property, a position he held for a good few years. Later, in 1908, the property next door being Crown Grant 21 was purchased by Mr Clark's son David and later in 1912 transferred to Mr Clark Sen.

In 1910 the first wedding in Greenhithe was held between Mr and Mrs Clark's daughter Elizabeth (Lissie) and James MacKay. The service was taken by the Rev Roby of the Presbyterian Church, Northcote and was held on the front verandah of their house. The reception was held in the original school building.

Mr and Mrs David Clark Sen. sold their property in 1918 to a Mr R Eames and moved into Takapuna. Mr Clark died in 1937 aged 84, his wife having predeceased him in 1934, aged 68. (See photo of Clark family on page 55).

Johnstone Brydes Sayers and George Brydes Sayers
Land owners of Lots 5 and 6

The Sayers brothers were remittance men from England. Remittance men were usually from well-to-do families, but for one reason or another their families considered it advisable that they leave their homes and move as far away as possible from the family. Many were sent to the new colonies then opening up for settlement. As most of these men had not been brought up to do manual labour many just existed on their wits and on the money their families sent out from England (remittance money). This money was usually only enough to feed and clothe them, their families being astute enough not to provide too much in case the black sheep of the family decided to ship back home. Some of these remittance men found work in the gum fields to supplement their income, a few, very few, made a success of their lives in the colonies.

The Sayers brothers were said to be the youngest sons of an Earl and as they both suffered from a good thirst, most of their money from home was spent early in the month. It was, therefore, not unusual for the setters to find that they would have a visit from one or the other of the brothers right on a meal-time with the excuse of delivering the mail which they had collected from Mayfield (Glenfield) much earlier in the morning.

After the sale of their land they moved up to a small shanty on what is now Upper Harbour Drive, where they lived for a few years until they drifted on to places unknown.

George William Hanson
Land owner Lots 15, 16, 17, 18, 19 & 20

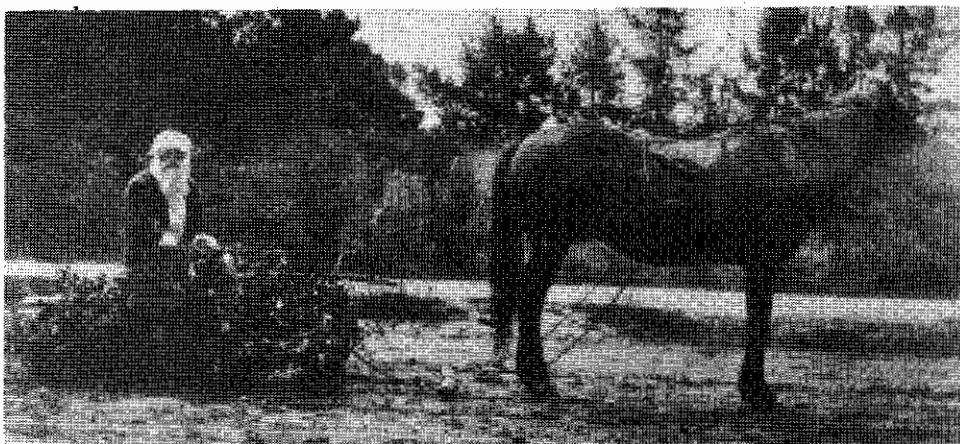
Mr and Mrs Hanson were from England, either from Lancashire or Yorkshire. Both were renowned for their very broad accents. Both would be what we would call 'characters'. Mr Hanson did all the local carrying of goods, produce and passengers from the Greenhithe wharf. It would be quite common to hear Mrs Hanson tell her



Mr and Mrs George William Hanson

husband to "hitch up t'horses, go to t'wharf for t'taters". He had a sledge which had two big wheels on the back and a sledge-runner in the front, an ideal contrivance for the slippery clay tracks and roads in the district. Often when he would arrive at the wharf with a load of goods to be shipped to Auckland he would find that some mischievous children had pushed the trolley, which ran on rails along the wharf, to the other end of the wharf. He would shout, rave and yell to them to bring it back, otherwise a long walk to fetch it would have to be undertaken.

It was his practice occasionally to travel to Auckland to indulge in a drink or two at the hotels. Being a very friendly man, he would invite anyone whom he happened to be conversing with to come and visit him in Greenhithe. It was, therefore, not surprising that some took up his



Mr Hanson and his sledge

offer and without prior warning a party of visitors would land on the wharf. Mrs Hanson would complain in her broad accent, but would enjoy the company.

Mr Hanson was always in demand at Christmas-time as a Santa Claus since he himself sprouted a long white beard. He died in 1931.

Captain John and Annie Gibbons (Master Mariner)
Land owners of Lots 5 and 6

Captain Gibbons and his wife Annie moved to this property after he had retired from the sea when his sight failed. They lived in the house originally built by a Mr Margett about 1894-95. This house still stands towards the top end of Isobel Road. Isobel Road at that time was only a clay track leading up to a few scattered orchards. The Captain, with the help of his wife and children, planted many fruit trees.

Prior to retirement, Captain Gibbons was captain of the 761 ton barque 'Lurline', owned by the Turner Shipping Company of Christchurch. On one of her trips, in 1887, the 'Lurline' took over 4 months to sail from England to New Zealand. This trip was quite an eventful one with the ship putting in at three different ports to obtain medical assistance for Captain Gibbons. These ports were: Pernambuco (Brazil), Rio de Janeiro (Brazil), and Port Elizabeth (South Africa), where he was finally landed and the Chief Officer then took command and sailed the 'Lurline' on to Auckland. Later Captain Gibbons, his health restored, took over his command again. The shipping company, however, went into bankruptcy and Captain Gibbons was given the schooner 'Clyde' in lieu of wages for his services. Later he purchased the barque 'Laira' and for many years traded up and down the New Zealand and Australian coasts.

Captain and Mrs Gibbon's daughter, Margaret, was later to become Lady Cotton having previously married Sir Charles Cotton, son of Captain and Mrs Cotton, also early settlers of Greenhithe (see previous write up).

William John Messenger
Land Owner of Lots 36, 37 and 38

Mr Messenger, before coming to New Zealand from England, was in business as a butcher in Clerkenwell in 1850 and in Bethnell Green until 1861. In 1861 he emigrated to New Zealand in the ship 'Black Eagle' landing at Auckland with his wife Jane and son William Henry. Not long after he arrived he opened a butcher's shop at the corner of Wakefield and Rutland Streets, on the site later occupied by the Clarendon Hotel and now the site of the State Assurance Building. About 1864 he opened a further shop at the foot of Queen Street to cater for the shipping trade.

As well as managing these shops he appears to have engaged in buying and selling blocks of land, houses and sections. In 1868 Mr Messenger got into financial difficulties through these land transactions and filed a petition for bankruptcy. It was then found that most of his estate was in his son's name, still a minor and beyond the reach of the court. Mr Prendergast, solicitor for the main creditors, sums up the case:

"Assets that should have been available for the benefit of his creditors, are held by his son, for the benefit of the happy family of Messengers". Prendergast was apparently very put out about the case.

Later in 1891 Mr Messenger moved to Australia where he died in 1910.

William Aitken (Estate Agent)
Land owner of Lots 2 and 30

Born in Glasgow, Scotland in 1826, Mr Aitken arrived New Zealand in the brig 'Moa'. He established himself as a land agent and owned considerable properties throughout Auckland and the Auckland Province. At one time he owned over 150 properties throughout Auckland.

He donated one of his properties for the establishment of a school in Northcote, now occupied by Northcote College. He also donated 7,000 acres of land to General Booth for for a settlement of the Anglo-Saxon society in the Kaipara district.

He died in 1901, his estate passing to his nephew Alexander Aitken.

Alfred Buckland (Auctioneer)
Land owner of lots 32 and 33

Alfred Buckland, born in Devon in 1823, he emigrated to New Zealand in 1849. He first became a farmer at Mangere, later becoming a large-scale land owner. He established one of New Zealand's first stock auctioneering businesses, his first stock sale being held on the corner of Queen and Victoria Streets, in the yard of the Greyhound Inn, later John Courts Corner. He helped many farmers during his lifetime and many owed their success to Mr Buckland. His business in later years traded under the name of Alfred Buckland and Sons Limited.

He was also interested in the importation of stock, insurance, shipping, horse racing and dogs. He helped found the Pakuranga Hunt.

He married twice and had 21 children. Ten by his first wife Eliza and eleven by his second wife Matilda, a total of 14 girls and 7 boys. He was 62 years old when his 21st child was born. To house his large family he built a large house known as Highwic, now restored by the Historic Places Trust and the Auckland City Council. Market Road, Remuera is named after one of his stockyards. He died in 1903.

Edward Earle Vaile (Estate Agent)
Land owner of lots 32 and 33

Born in New Zealand in 1869, Mr Vaile attended Auckland Grammar School with an outstanding academic record. He first worked in insurance at 10/- (\$1.00) per week, but soon after entered his father's business of Samuel Vaile and Sons as a land agent.

He was a very generous man and donated three valuable properties to the Auckland Museum, plus many valuable exhibits and books. He also donated books to the University, school, and public libraries, and paintings to the Art Gallery.

He donated 1000 acres of farm land in 1933 to the Government for settling the unemployed and in 1937 he gave 700 acres of land at Huia as part of the Centennial Memorial Park in the Waitakere Ranges. He died in 1956.

Charles (William) Pitcher
Land owner of part Lots 15, 16 and 17

'William Pitcher Place', situated off Upper Harbour Drive, commemorates a member of one of Paremoremo and Greenhithe's pioneer families. Always known as Bill, he was the second son of Charles Pitcher, himself a second generation New Zealander who operated a store and gum company business in the early 80s on what is now known as Harkins Point. Bill, born 1893, and his elder brother George, born 1892, were both born at Riverhead and were brought to Paremoremo by their parents together with a third brother, Joe.

To build his house at Paremoremo, Mr Pitcher Senior had to have the timber shipped from Auckland to the Greenhithe wharf where it was off-loaded. From the wharf he then had to transport the timber by his boat to Paremoremo where it had to be again off-loaded onto the shore. The timber was then sledged to the building site. After that Mr Pitcher approached the Harbour Board to see if a wharf could be built at Paremoremo. After a great deal of negotiation the Harbour Board finally agreed to build a wharf at Paremoremo on the condition that Mr and Mrs Pitcher provide meals for the three workmen. The wharf was often referred to as Pitcher's Wharf or One Man's Wharf as the Pitcher family were about the only family in the immediate vicinity.

All the family, including Ethel, born 1903, and Henry always known as Jim, born 1908, attended the Old Greenhithe School, crossing Lucas Creek by row boat. All five were competent boatmen, Joe and Jim spending their entire working lives as skippers of tow boats, harbour launches, ferries and, in the case of Jim, the pilot boats. George and Bill were both good athletes, winning a number of medals in pre-war territorial army meetings and at the then popular Greenhithe and Albany sports meetings.



Charles (William) Pitcher

The two older boys both volunteered at the outbreak of World War I and served overseas. George was killed in action at Steenwerk, Belgium in 1917. Bill was one of only two men who served from the inaugural parade in Egypt of the 13th Field Battery 18 pounders, until the last parade at Kalk in Germany in 1919. On his return from the war, Bill purchased various blocks of land fronting onto View Road (now the Upper Harbour Drive end of Tauhinu Road). He still operated his orchard on the property at Paremoremo, purchased before going overseas. Even though he lived at Paremoremo in those early days, he always

considered himself a Greenhithe man. During the depression he sold all but one 5 acre lot of land. One of these lots was purchased by his son Leonard on his return from the Second World War.

Mr Pitcher and his wife Kathleen later decided to settle in Greenhithe. Mr Pitcher died in 1964, his wife in 1980. Part of their property was acquired in 1972 by the Waitemata Council for roading access to the Upper Harbour bridge.

The third lots sold were in 1866 being Lots 4, 11 and 14.

Lots 4 and 11 comprising 29 acres purchased by Alfred Barchard (hotel keeper).

Consecutive owners were:

1866 (same year) Henry Vernon (settler) for £6 (\$12).

1879 Philip Herman Davis (accountant), 1884 Henry Bell.

1906 Lot 4 comprising 20 acres to Jeannie Bell (wife of Henry Bell).

Consecutive owners were:

1906 (same year) John Webster, 1916 Richard M Masfield,

1918 Kate Hindle, 1919 Ernest Sydney Colebrook,

1929 Martha McClintock who subdivided into two lots:

1948 Lot 1 of Lot 4 comprising 11 acres transferred to Martha Newey nee McClintock.

Consecutive owners were:

1951 Linsay L McClintock, 1953 Archer T H Rayner.

1948 Lot 2 of Lot 4 comprising 8 acres transferred to Douglas McClintock. Transferred in 1955 to Alan R Currie.

1909 Lot 11 comprising 9 acres to Jeannie Bell (wife of Henry Bell).

Consecutive owners were:

1911 George F Wilson (stock agent),

1913 Paul M Hansen and Albert W Clark (agents),

1914 Robert B Kidd, 1924 Arthur H Wakely, 1941 William C Caplin.

Lot 14 comprising 22 acres purchased for £40.14.0 (\$81.40) by Benjamin Taylor (settler).

Consecutive owners were:

1888 Henry J Harrison, 1893 Charles Schrafft, 1898 Catherine Elizabeth Cooper,

1912 Charles F Cooper, 1935 Wilfred Fosberry Stilwell (stipendiary magistrate).

1948 NZ Army Defence area together with 15 acres of Lot 38.

1952 Robert Woodside, 1964 Lindsay Woodside.

(Lot 14 and Part Lot 38, because of their commanding position over the Waitemata Harbour, was where the Maoris built their pa and lookouts. In 1948 the New Zealand Government acquired this area which they had been using as an observation lookout. From this point contact could be made with Rangitoto. The old Cooper homestead had been converted into living quarters for the soldiers. The property was resold in 1952. The house deteriorated over the years and fell into disrepair and was finally vandalised until it collapsed).

The following information is on some of the land owners of the third lots sold: Charles and Catherine Elizabeth Cooper and Judge Wilfred Fosberry Stilwell.

Charles Frederick and Catherine Eliza Cooper
Land owners Lots 14,36,37 and 38

Charles Frederick Cooper, born Chelmsford, Essex, England in 1848, the only child of Benjamin and Charlotte Cooper. The family later moved to London, and when Charles was about 10 years old they emigrated to New Zealand. On arriving, they found New Zealand in a state of war with the Maoris and as Benjamin Cooper was in the leather business he was soon occupied supplying leather for equipment for the soldiers and their horses.

Charles was about 18 years old when his father died and he took on the responsibility of supporting his mother. Having had a few years training under his father, he decided to set up as a saddler and harnessmaker, and for many years carried out a wholesale trade in Auckland approximately where the town hall now stands. He supplied most of the retail saddlers throughout the North Island, travelling by train, boat, or on horseback. His longest trip was in the Auckland to Sydney ships which did a round trip and called at different ports on the way down to the Bluff. The highlight of this trip was when passengers and luggage were lowered from the ship in huge baskets at various bays along the coast, because sand bars prevented the ships from coming in to dock. Often he would return from Gisborne to Bay of Plenty via the East Cape on horseback.

In 1883 Charles married Catherine Elizabeth Craig, daughter of Eric Craig, developer of Tauhuni Park. Mr and Mrs Cooper settled in Princes Street near her parents' home. They later moved to Mt Eden, then to Takapuna, later to Remuera. While in Takapuna they developed the habit of going for long drives on Sundays and so discovered Greenhithe. They liked what they saw and in 1898 decided to buy a piece of land. This was Lot 14 situated on the banks of Hellyers Creek. Here they built a small cottage down by the water's edge as a holiday home. Mrs Cooper and her children lived in this cottage for a time and Mr Cooper stayed back in Auckland during the week and travelled to Greenhithe for the weekends.

Mrs Cooper's 3 school-age children were taught for some time by herself, however she was persuaded to send them to the local school which was in danger of becoming a half-time school through lack of pupils.

In 1901, Mrs Cooper purchased a further 32 acres, Lots 36,37 and 38 situated next to their property. The ridge of land along the top of Lot 14 and 38 is known locally as The Devil's Back. In 1905, Mrs Cooper sold Lot 38, 25 acres, to her father Eric Craig. On the completion of Mr Craig's house, Mrs Cooper and her children moved in with him, Mr Cooper visiting them each weekend. It was in this house that their daughter Wynnefred was married to Mr John Churchouse in 1915. When Mr Cooper later retired they lived in a cottage which they purchased down near the wharf. Later they decided to move their Hellyers Creek cottage further up the slopes of The Devils Back. This made for easier access to the road and gave them a magnificent view of the surrounding districts. Mr Cooper died in 1930, his wife died a year later.

Judge Wilfred Fosberry Stilwell
Land owner Lot 14

Judge Stilwell was born in Auckland in 1890, the son of Albert F Stilwell. He married in 1919 Lucy, eldest daughter of Mr and Mrs T A Ashton. Judge Stilwell became deputy Judge of the Arbitration Court, a Judge of the Government Service, Railways and Post Office Staff Tribunals. He also became Mayor of Mt Albert from 1931 to 1933.

Judge Stilwell's uncle, Frank Stilwell, was the owner of Lot 4 Crown Grant 34.

The fourth lots sold in 1869 were Lots 3, 27 and 28.

Lots 3, 27 and 28 comprising 22 acres were purchased by Jonathan Hoiles (dairyman) for £33.18.1 (\$67.81). Transferred to Eliza Brooks (widow) in 1881.

Lots 27 and 28 comprising 10 acres purchased by Ethel Parr in 1896 for £15.10.0 (\$31) who in 1920 sold to Minnie Blakeway (wife of John Blakeway). In 1922 Minnie Blakeway subdivided the lots into 17 sections fronting onto Austin and Tauhinu Roads.

Lot 3 comprising 12 acres Eliza Hollywood (nee Brookes) sold in 1921 to William Widdison.

Consecutive owners were:

1938 Harry R Young, who in 1942 had the property surveyed into two sections with part Orwell Crescent being dedicated as a public road.

1942 3 acres portion purchased by Patricia C Dennis.

1958 balance of 7 acres purchased by James, Richard, William and Gerald Newey.

1973 Proclamation by the County of Waitemata declaring property taken for recreation purposes; now part of Wainoni Park.

The fifth lots sold were in 1878 being Lots 24, 25 and 26.

Lots 24, 25 and 26 comprising 15 acres were purchased by Thomas Ussher for £50 (\$100).

Consecutive owners were:

1882 William Offer for £32 (\$64), 1894 Eric Craig for £26 (\$52).

1921 Sussanah Peachey, (Mr Craig's daughter).

1922 Whole area subdivided into 38 sections. Fronting onto Marae, Rahui and Austin Roads.

The sixth lots sold were Lots 7, 8, 22, 34 and 35.

In 1879 on the death of Samuel Cochrane, the above lots passed into the ownership of his son, William Stephen Cochrane, and daughter-in-law, Sophia Cochrane. These lots were later sold.

Lot 22, comprising 10 acres, purchased by Frank M Hills (brother of Percy Hills) in 1895 for £24 (\$48). As Greenhithe Road cut through this property and part of Mr Henry Blyth's property, it was decided to transfer 2 acres of Mr Blyth's land to William Cochrane to be included in Lot 22. The sum of 10/- (\$1.00) changed hands. This piece of land is now part of Collins Park.

Consecutive owners were:

1898 Richard Knagg (farmer),

1906 Captain Charles Henry Cotton (see previous write up).

Captain Cotton later subdivided the area into 5 smaller lots which were sold as follows:

Lot 1 under an acre sold in 1919 to Louisa Carling.

Lot 2 under an acre sold in 1913 to Arthur Little.

Lot 3, 1 acre sold in 1922 to Louisa Carling

1925 Frederick Waite

1947 Reginald Moore.

In 1954 part sold to Frederick Robinson who in 1958 sold it to the North Shore Fire Board for a Fire Station Site).

In 1956 a further part was sold to the Methodist Church, and in 1964 the balance to Joze Banovich.

Lot 4, 2 acres, Captain Cotton in 1914 donated part for the Greenhithe Community Hall. Balance transferred to his brother Andrew Kerr Cotton, (postmaster). 1925 Louisa Carling, 1932 Hazel Waite (Mrs R Moore)

Lot 5, 3 acres, sold in 1911 to John Bell, 1936 Frederick William Collins, 1963 Collins Trust Estate, 1975 Property taken together with part of adjoining land, total area approximately 5 acres, for recreation purposes - now known as Collins Park.

Lots 7 and 8 total area 26 acres sold to Richard Joseph Eames in 1922. Mr Eames subdivided the area into 60 sections in 1925, part of which was purchased by the Education Board for the present school. To make this subdivision possible two roads were dedicated: Sunnyview and Outlook Roads.

Lots 34 and 35 total area 13 acres, sold to Eric Craig in 1906. This property, together with the neighbouring Lots 36, 37 and part 38, were developed by Mr Craig as 'Tauhinu Park', total area approximately 35 acres.

Consecutive owners of Lots 34 and 35 were:

1924 Madeleine and Stanley Irwin, 1927 Gladys Stevens, wife of Norman Stevens. 1956 Norman Stevens, son of Norman & Gladys Stevens, 1960 H McGregor, M Drake, K C Chandler.

1967 T C Webster (solicitor) owner of neighbouring Lots 32 and 33 combined total area now approximately 48 acres.

1972 Part of property transferred to the County of Waitemata as roading for the Upper Harbour crossing.

Information on some of the land owners of the sixth lots sold: Eric Craig and Stanley & Madeleine Irwin.

Eric Craig

Land owner of Lots 24, 25 and 26 (15 acres) in 1894

Lots 36, 37 and part 38 (25 acres) in 1905

Lots 34 and 35 (13 acres) in 1906 and Lot 2 (27 acres) in 1909

In 1894 at an auction of land held under the rating act, Mr Craig purchased for £26 (\$52) 15 acres of land facing onto the Waitemata Harbour at Greenhithe, these being Lots 24, 25 and 26, later to be subdivided by his daughter Mrs Sussanah Mary Peachey. The access road (Craig Road) to these lots she named after her father. In 1977 part of Craig Road was incorporated as an extension of Marae Road and the balance renamed Koki Road. It was probably through the acquisition of this property that Mr Craig discovered and developed a love for Greenhithe. In 1905 he purchased a further 25 acres, Lots 36, 37 and part 38 from his daughter Catherine Eliza Cooper who had also bought land in Greenhithe. With this purchase, Mr Craig's property had as its boundary the high point of land, 276 ft (84m) above sea level, known as The Devils Back. The following year he purchased from Sophia Cochrane, daughter-in-law of Samuel Cochrane, the neighbouring Lots 34 and 35. (13 acres).

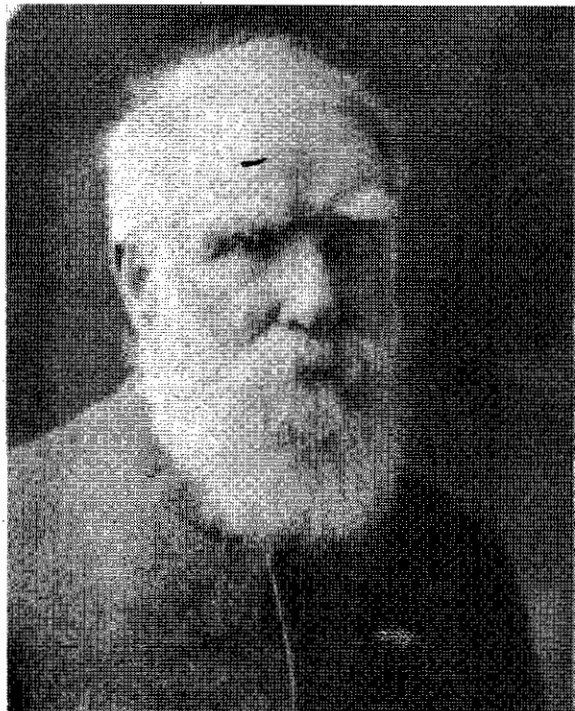
Eric Craig was born in Ecclefechan, Dumfries, Scotland in 1829. He later went to live with his grandparents in Gloucestershire, England, and attended the local grammar at Tewkesbury Abbey. When he was 19 years old he left England to try his luck in the Bendigo goldfields in Australia. Five years later in 1852, he left Australia for Auckland in the barque 'Wanderer'. For a while he tried his hand at bridge-building and later served with the Auckland militia during the Maori Wars. He then went into business as a sash and door manufacturer with a house adjoining the factory in Symonds Street.

In 1855 he married Charlotte Gatland, a widow with two sons, in St Pauls Church, Auckland. Charlotte Gatland had come to New Zealand with her parents and

family, two sisters and one brother in the troop-ship 'Sir George Seymour' in August 1847, arriving in Auckland in November 1847. Her father was Sergeant Major James Gatland, who died on board ship on August 30th, 1847. Charlotte Gatland had married William Gilberd in 1849. He died in 1853 in Victoria, Australia where he had gone to try his luck on the goldfields.

Charlotte and Eric had in turn a further six children, three sons and three daughters. The second child, Catherine Eliza, was to become Mrs Cooper, and the youngest, Mary, later married Mr Peachey, both becoming land owners in Greenhithe.

Mr Craig's factory was later destroyed by fire and they moved to Princes Street. Although, like all pioneers of that time he worked hard and long hours, he found time to pursue his great interest, a love of the native bush and a great interest in the Maoris, their way of life, their carvings and implements, etc. Mr Craig spent quite a considerable time in Rotorua studying the Maori and collecting carvings and curios, and was thought a great deal of by the Maori people. While on one of his trips he was fortunate enough to see the Pink and White Terraces before they were destroyed by the great Tarawera eruption of 1886. However, most of his spare time apparently was spent scouring the country surrounding Auckland, mainly in the Waitakeres. This he did on foot. At first he concentrated on ferns he collected and later added Maori curios, shells, and the curios of other Pacific islands, until he finally had compiled a very impressive collection, said to be at the time the largest collection in the Southern Hemisphere. He also found Rangitoto Island very interesting and climbed to the top before there were any formed paths. On one of his visits he discovered some caves but could never, much to his disappointment, locate them again. Some time after he died these caves were rediscovered. There was not a volcanic cone in Auckland which he had not thoroughly explored.



Eric Craig on his 81st birthday
October 27th 1910

Mr Craig eventually decided to make his interests into a business and with this object in view he built quite a large two-storied shop on his property next to his home in Princes Street. This business he called Craig's Curiosity Shop. He was fortunate in the position of this shop, (where the Hotel Inter-Continental now stands), opposite the Grand Hotel, for many years the leading hotel in Auckland. His shop, being near to Government House, would often be visited by the different governors and their families. One of his most frequent visitors was Lady Ranfurly who spent many hours with Mr Craig. On one occasion her young daughter, Lady Eileen Knox, not having enough money to purchase a shell necklace, paid it off by paying 3d a week out of her pocket money. These necklaces were in attractive shades of pink, green, and yellow and were much sought after by the younger generation. In their original state they were an uninteresting brown shade and it was only after being treated with acid that the other colours were revealed.

Mary, his youngest daughter, worked for many years in her father's shop. She took over the management of the shop while he was away overseas a few times.

Some of the well-known people to enter the shop included: Rudyard Kipling, Mark Twain, and the Earl and Countess of Aberdeen.

Mr Craig was best known for his collection of ferns. These he collected, dried, arranged and then had them made up into book form with carved kauri wood covers. It was these books that apparently found their way to many parts of the world. An especially fine collection was made for the Loyal Irishwomen of Auckland to be presented to Mr Gladstone, Prime Minister of Great Britain. Another of his books was to be sent to Napoleon.

Mr Craig was a picturesque figure with his silvery white hair worn fairly long and a white beard and always dressed in a grey cloth suit cut on clerical lines and with a long skirted coat. These he had made for him in London. He was a man of very temperate habits and integrity and a great believer in punctuality, in fact it was said that people passing by would set their watches as the shop shutters rolled up promptly at 8 am each morning. He had a decided sense of humour and liked to describe himself as a very poor type of Scot as he neither drank, smoked or swore and had a poor leg for a kilt.

In 1901 Mr Craig sold his business in Princes Street. Another shop's contents in New North Road were also offered for sale. The advertisements for the sale of stock are as follows:

May 1st, 1901

Having resolved to close my Private Museum (Craig's Museum, Princes Street, Auckland) and dispose of the contents, I hereby offer the whole collection for the sum of £ 1,200 (twelve hundred pounds) (\$2400) incl. cash. That sum to include all packing and packing cases. Shall keep this offer open until the first day of August 1901. If not sold as a whole, on or before that date, the same will be sold in small lots to suit purchasers.

This collection would be a splendid opportunity for any private gentleman or the authorities of any city or town, intending to open a Museum, to secure, as nearly the whole of the exhibits are first-class; the result of over 20 years collecting. The Museum will be open during business hours for inspection, and any information required will be gladly given.

ERIC CRAIG,
Princes Street, Auckland,
New Zealand.

CURIOSITY SHOP, NEW NORTH ROAD.

A few steps only from Tramcar Stop at Junction of Eden Terrace
and Dominion Road.

Craig's Collection of Curiosities and Shells

will be exhibited, both for inspection and sale.

Too varied to enumerate, but some amongst them are valuable and scarce, viz.—Parts of Skulls and Horns of the Riet Buck and Water Buck of South Africa; Lyre Bird's Tail; Shark Leech in Spirits; Sioux Indian Head Dress of Golden Eagle Tail Feathers; Coat of Mail, Kingsmills; Tuft of the Hair of the Old Maori Dog; Shields of Arrows, jagged, boned, and carved, every Arrow being a gem in design and workmanship. All now scarce and rare.

The shop will be opened for business from 9 to 4, five days in the week, and on Saturdays 9 to midday, for two months, from July 3rd to September 2nd, 1901.

MR. CRAIG will attend personally to the sale of the goods, free of cost, and will give half of the proceeds of all sales, large or small, during the two months to the "Red Cross Fund."

NOTE THIS!

Every shilling received for goods, sixpence goes to Red Cross Fund.
Every pound received for goods, ten shillings goes to Red Cross Fund.

Help all you can to aid the Fund of the Red X.

40201—Herald.

'Tauhinu Park'

With the purchase of the 5 lots fronting onto the Waitemata Harbour and bounded by The Devils Back, comprising 38 acres, Mr Craig then informed his family that he intended to make a park of it and had worked out a plan. This park he was going to call 'Oruamo' (meeting of the two waters), the Maori name for Hellyers Creek, but on the advise of a Mr George Grahame, a noted authority on Maori affairs, he named the park 'Tauhinu Park' after the Maori Pa previously situated near this spot.

From then on he had two or three men from Greenhithe helping to carry out his plans, forming paths and planting hundred of trees. The result was a lovely natural park and the view from The Devils Back was extensive.



Mr Craig's house in Tauhinu Park

It was definitely a private park, but he was always

willing for others to enjoy it, and many a visitor wandered through at their leisure. To provide access from the harbour side of his property he painstakingly cut out of the sandstone ground 365 steps which led up from the cliff, then down quite a large gully, and then up to the house. These steps must have taken many months to complete and were known locally as Jacob's Ladder.

While the park was being developed, and before he had built his house, he stayed the weekends with Mr and Mrs Hanson who lived further along Tauhinu Road, returning to his business through the week. When he retired he built his house known as 'The Manor House', in the park. This would have been about 1908.

Mr Craig described his park thus:

'Nature commenced the work, but left the hands of man to finish and beautify. There are hills to climb, glens to stroll through, banks or braes to rest or lounge on, streams and swamps (the home of the raupo), bush and forest to wander amongst with trees, shrubs and ferns in endless variety; from the highest parts the landscape and waterscapes are so magnificent and varied that no words in our language are adequate to describe them - must be seen to be appreciated'.

Mr Craig also wrote a poem about his beloved park:

The Park of Tauhinu

From warning tints in Eastern Skies,
You'll see the sun in glory rise,
And watch him as he upward hies,
From the Park.

You'll see him oft, near close of day,
Ensheath'd in clouds of bright array,
And view him slowly pass away,
From the Park.

There's naught can break the glorious view
(When clouds are scarce and skies are blue),
From east to west, the sun from you,
From the Park.

You'll love to mount-and should it do-
Up devil's back, to gain a view,
That will both charm and 'stonish you,
From the Park.

There you'll have the pleasant treat,
On devil's back to take a seat,
Or dance on it with naked feet
In the Park.

You'll see from "back", a vast expanse,
Of vale and mount with cot and manse,
And view the sparkling waters dance,
From the Park.

You'll see from far beyond your feet,
Waitemata's glistening sheet,
And see the land the waters greet,
From the Park.

You might hear the Bell Bird singing-
See the Ruru on night work winging-
List the More-pork's weird note ringing,
In the Park.

You'll often hear the tall trees quiver-
See the scrub and raupo shiver-
When a gale blows down the river,
In the Park.

You can stroll through rock-strewn dales,
Down sunlit braes, or moss-clad vales,
Or climb the knolls that wind assails,
In the Park.

Far, far down the vale the Puriri towers,
Her leafy old branches form fine shady bowers,
Where the lazy and weary can pass their spare hours,
In the Park.

In 1923 he passed away at the age of 94,
his wife having predeceased him.

Before he died he presented a collection
of ferns and Maori curios to the
Auckland Museum. Throughout the world
naturalists have named eight different
objects in his honour.

There are some paths expos'd to breeze,
While others lead 'neath shady trees,
With mossy banks to rest at ease,
In the Park.

You can screen yourself from view,
With a lover good and true,
And list the tale he'll tell to you,
In the Park.

The tale was one that Adam knew;
It may seem strange, but might be true,
That same old tale-that's new to you,
In the Park.

You can gather ferns or flowers
'Neath bush or tree that upward towers,
Or rest yourself 'neath shady bowers,
In the Park.

You'll find, by search, the trees, Karaka,
Hinaiu, Kowhai, and Matata,
Kauri, Rimu, and Kawaka,
In the Park.

Each season blooms the Pohutukawa,
The Nikau palm and gorgeous Rata,
But naught excels the climbing Aka,
In the Park.

Eric Craig

Stanley and Madeleine Irwin

In 1924 the park was purchased by Mr and Mrs Stanley Irwin. Mrs Irwin was born Madeleine Coche, and obtained her education in Paris. Here she mastered five languages, studied town planning, economics, history and finance. She visited England, Germany, Spain and Italy in order to improve her pronunciation of the languages she had learnt. At the age of 23 she decided to leave home to travel the world. In those days this was considered ambitious, and a very bold step for such a young girl. To defray expenses she taught languages and pronunciation to the Heads of the states that she visited. She travelled through the Middle East, Russia, Siberia, Japan, China, India, South East Asia, South America and many others. On a visit to New Zealand she decided that of all the countries she had seen, New Zealand was the one in which she wished to settle. She was a great lover of nature and it was New Zealand's scenic beauty which proved a strong attraction.

Her first place of employment was as a French Teacher at the Misses Bew's Girls' College at Mt Eden. (Two sisters, Misses May and Alice Bews, were the founders of a boarding school for girls, which was opened in Owens Road in 1905 and was known as the Mt Eden College. A few years later a move was made to Stokes Road, and in 1915 the property was acquired by a company formed by a group of Auckland businessmen. The name was changed to the Auckland Presbyterian College for Ladies and later to St Cuthberts College. In April 1925 the college was transferred from Mt Eden to Epsom.)

Mme Coche developed a keen interest in many sports such as tramping, cycling, horse riding (she owned a steeplechaser), yachting, fishing and tennis. She later became very interested in civic affairs, especially for the advancement of women. She was one of the promoters of the Women's Civic League, the Lyceum Club and the New Zealand Club, (now the Auckland Women's Forum Inc). She was also an ardent advocate of financial reform.

For 3 years she battled with the roads board and the Auckland City Council for permission to plant trees up Wynyard Street. However, the cost and labour of this project had to be borne by the residents.

After her marriage to Mr Stanley Irwin, who was employed in a shipping business, they decided to buy a farm at Whangaparoa. They lived on this farm for a few years, but eventually they had it subdivided into seaside sections which they put up for sale. They then decided to purchase the property of the late Mr Eric Craig, known as Tauhini Park in Greenhithe.

In 1926 Mrs Irwin founded, in Greenhithe, the North Shore's first Women's Institute, it being one of the first Institutes in New Zealand. She became increasingly involved in the development of the Institute and later she became the New Zealand Institute President. Mrs Irwin was a very tall woman and with her majestic bearing and her go ahead attitude, commanded the respect of all her friends and colleagues. She and Mr. Irwin took a very active part in the affairs of the district and it was through Mrs. Irwin's actions that Greenhithe was literally put on the map after having persuaded the Automobile Association to recognise Greenhithe's existence.



Madeleine Irwin

On the purchase of Tauhinu Park Mr and Mrs Irwin found that despite the hard work and planning that Mr Craig had put into his property, most of it had now reverted back to its natural state. However some trees had survived but the majority had been smothered by the prolific undergrowth, and all that remained were dead branches tied with a label with the botanical name and ringed with wire netting. All the paths that Mr Craig had painstakingly cut out of the bush were completely overgrown. It was said that there were approximately 5 miles (8km) of these. The Irwins set to work to clear these paths with only the battens to guide them. They also cleared a valley and planted it in grass. Trees and shrubs were planted and Mrs Irwin planted what she called her tropical garden, containing banana palms, paw paws, ginger plants etc. Later a summer house was built and a small fountain, fed by a spring situated above the garden, was an added attraction.

Tennis Courts and a club house were built, thus providing Greenhithe with its first Tennis Club formed by the local residents. An outside amphitheatre was built by Mr Irwin comprising a tree frame stage with seats dug out of the sloping ground. The Women's Institute made much use of these facilities, and many other organizations also obtained permission to hold picnics etc, some parties arriving by launches from Auckland and landing at the deep water cove at the bottom of the park.

The panoramic view from The Devils Back (the park's highest point) is a sight not easily forgotten, it stretches south to Auckland, north to the top of the harbour, across to Herald Island, Hobsonville Airforce Base and Whenuapai. In 1929 a croquet lawn was completed and this also was made available to the district for play.

In 1947, because of ill health Mr and Mrs Irwin sold Tauhinu Park, and moved to Auckland. For 8 years prior to her death Mrs Irwin was confined to a chair; this was a legacy of a misadventure on Mt Ruapehu many years previously. Whilst climbing the mountain she had the misfortune to be caught in a blizzard and became lost. Every bell, siren and hooter was rung in order to guide her home. When rescued she was suffering from frost bite to her feet which affected her in later years. It was later decided to honour her bravery by naming a waterfall after her, Coche Falls.

Mrs Irwin died on the 10th April, 1961, in her eighties. Her husband, Stanley, died on the 26th January, 1969.

The new owner of Tauhinu Park was Mrs Gladys Stevens, wife of Mr Norman Stevens. Mr Stevens was an Auckland businessman owning the firm of N W Stevens and Co. Ltd, manufacturing importers and distributors. Among his better-known products were 'Lushus' jellies and 'Kiwi' shoe polish.

Mr and Mrs Stevens entertained quite regularly at the park. Many social activities were held during the summer months and Mr Stevens would invite visiting theatre companies to perform in the bush-enclosed outdoor theatre and stage.

In 1956 the park passed into the hands of Mr and Mrs Steven's son Norman who later sold it in 1960 to the joint ownership of H McGregor, M Drake, and K C Chandler. In 1964 Mr McGregor instituted a scheme to turn the park into a Interdenominational Christian Youth Camp. A committee of 12 businessmen representing the Baptist, Brethren, Presbyterian and Methodist Churches set to work to develop the area. The development was to provide horse-riding, go-karting, rifle shooting, archery, bowling and tennis. With a large water frontage the area was ideal for boating and fishing. A swimming pool was to be provided for at a later date. The open-air theatre, which had previously been overgrown, was cleared and it was to be used as an open-air chapel. One and a half acres of land was bulldozed and a new entrance from Tauhinu Road was formed in order to allow buses entrance to the park. Further roads were planned, and the original walking tracks were resurrected together with the 365 steps (known as Jacobs Ladder) that Mr Craig had created. Accommodation for the young people was to be constructed, to be occupied during the weekends and holiday periods. The area cleared by the bulldozer was planted in grass which never grew, and later the whole plan collapsed through lack of funds.

In 1967 Mr T C Webster, who owned Lots 32 and 33 next to the park, purchased Tauhinu Park. Mr Webster had previously purchased his property in 1948 and later had a house erected at a point overlooking the Waitemata Harbour. A large knoll of land stood in the way of this development and had to be bulldozed down. Mr and Mrs Webster later decided to call their property "Knoll Knobbie", knoll after the hill, Knobbie after a Mr Clark, a friend of Mr Webster, and this name was engraved on the two concrete gateposts at the entrance to their property. Mr Webster was also a lover of nature and during the weekends he cut tracks and planted hundreds of totara trees, many are flourishing in the bush today. On Mr Webster's death in 1968 the estate passed into a family trust.

Mr Peter Thorp, grandson of Mr and Mrs Webster, with assistance from the Agriculture Department, planted many acres in grapes and lupins. As an experiment, 5 tons of lime was first applied to the soil. Part of this land was then also given an application of potassic superphosphate. The result was a startling contrast between fertilized and unfertilized areas. Where no phosphate was applied the lupins had grown only 2 to 3 inches, proving that the gumland soils of Greenhithe needed applications of both lime and phosphate. The lime, by reducing the acidity of the soil, allowed the phosphate to then become available to the plants. (Of interest to note is that in the early 1900s Greenhithe was considered by Assid Corban, the founder of Corbans Wines, as a possible site to grow grapes).

In September 1972 part of the property was purchased by the Waitemata Council for the approach road to the Upper Harbour crossing. The house known as 'Knoll Knobbie' was demolished and the grape vines, pongas, native trees and bush were bulldozed down. Mr Craig's original homestead, known as 'The Manor House', was offered to the Ratepayers Association in 1976, but was not accepted and was later also demolished. Those who knew the days of Tauhinu Park and knew the

work and dedication that went into its development. must have felt sad to see it ripped apart by progress.

CROWN GRANT 19 PARISH OF PAREMOREMO
Comprising 88 acres

This piece of land as a Crown Grant was sold to Joseph Hill (settler), on the 16th July 1855 for £40 (\$80). He later subdivided the area into two 44 acre lots.

Lot 1 Sold on the 19th September 1855 to Edwin Bates (settler) for £20 (\$40).

Consecutive owners were:

1857 Peter Cundy (settler) for £24 (\$48).

1887 Eliza Dickie Gilmour for £132 (\$264).

1909 Henry Coalston Bell of Greenhithe and John Webster, (Town Clerk of Devonport). In 1914 John Webster transferred his half share to Henry Coalston Bell.

1934 Edward Albert Redfern. In 1940 Mr Redfern subdivided one 5 acre lot which was purchased by Sydney Charles Hutchings in 1940.

Balance of property, approximately 39 acres, purchased by Benjamin Moore in 1941.

1942 George William Gardner.

1943 Alexander Speedie Cunningham.

1944 Duncan Hardie who had one small section subdivided off which was transferred to Douglas Hardie in 1955.

Lot 1 of Lot 1 comprising 25 acres was in 1957 purchased by Robert Henry Iverson, 1962 various members Iverson family.

Lot 2 of Lot 1 comprising 16 acres was transferred in 1963 to Hilda E Hardie (widow), 1972 John Simpson Hardie.

Lot 2 Sold on the 16th September 1857 to James M Carr for £35 (\$70).

Consecutive owners were:

1863 Francis H Wilson (gentleman), 1874 Thomas Miller (engineer),

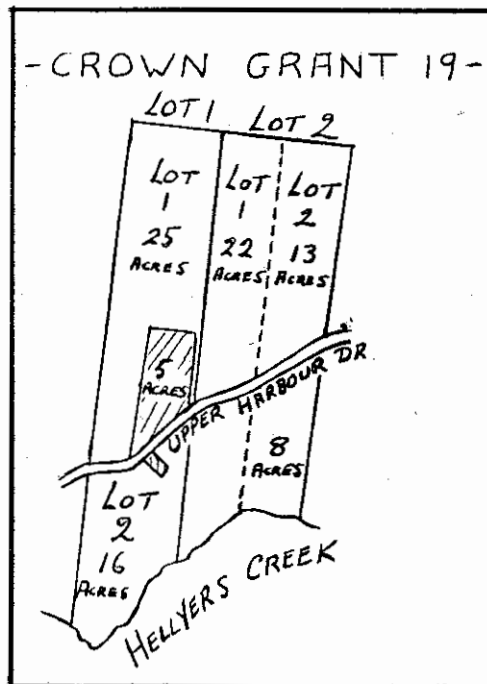
1882 Samuel Stretton (gentleman) for £44 (\$88).

1886 Joseph Howard Witherford for £65 (\$130).

Joseph Howard Witherford, son of Clements Witherford, was born in Bronsgrove, Worcester in 1847. He came to New Zealand as a boy and spent some time on the Thames goldfields. During the 1880s he successfully negotiated with the British Admiralty for a subsidy of £5000 (\$10,000) a year for the Naval Works of the Auckland Harbour Board. In 1900 he became chairman of that body.

In 1900 he was asked to stand as mayor of Auckland City but declined in favour of Dr John Logan Campbell. He also sat in the House of Representatives as member for Auckland City, 1900-1905, and was Mayor of Birkenhead from 1901 to 1905. About 1906 he went to live in London, where he died on the 30th October 1931, aged 84.

In 1904 Mr Witherford had subdivided the Greenhithe property into two 22 acre lots.



Lot 1 of Lot 2 was sold to Albert Edward Glover in 1904 for £ 50 (\$100).

Consecutive owners were:

1942 Edith Glover (spinster) and Walter Glover,
1956 Transferred to Walter Glover,
1963 Alan B Fletcher and John J Hakanson,
1964 Alan B Fletcher and Cyril F Broomhall,
1968 Tanner Construction and Development Co Ltd.

Lot 2 of Lot 2 was sold on Mr Witherford's death in 1931 to Mary Foreman for £ 60 (\$120).

Consecutive owners were:

1937 Maud Redfern, wife of Edward Redfern and daughter of Mary Foreman.
1941 Rosina Fisher, 1948 William Fisher,
1950 Mr Fisher sold 8 acres to Trevor H McKubre,
1951 Sold balance of 13 acres to Marguerita Boles, 1956 David Pound.

CROWN GRANT 21 PARISH OF PAREMOREMO

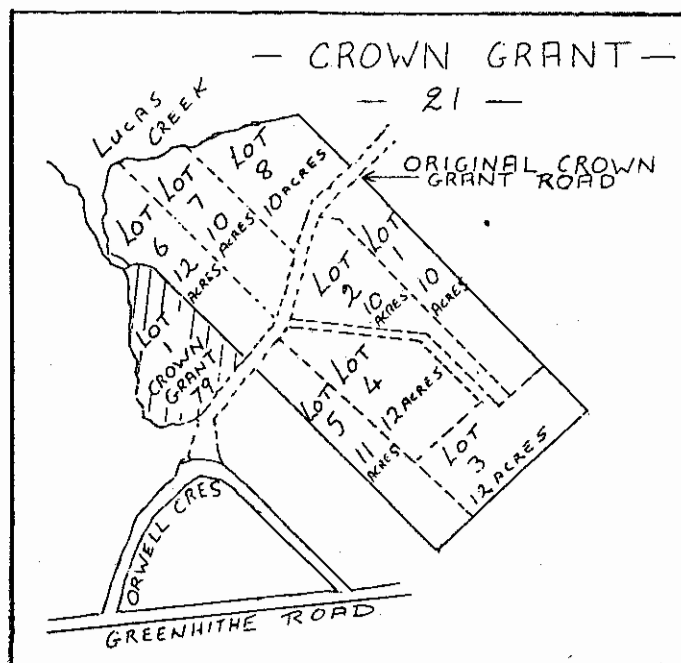
Comprising 91 acres (3 acres taken for a road) balance 88 acres

This piece of land was sold to Alfred Smith in 1854 as a Crown Grant for £ 40 (\$80).

Consecutive owners:

1855 purchased by George Fingland,
1855 (same year) Major George Forster (sadler),
1883 Robert Surman (clerk),
1895 Thomas Melville (estate agent),
1908 David Clark the younger (farmer) of Mayfield, (now Glenfield),
1912 David Clark the elder (farmer) who had purchased the neighbouring 14 acres being Lot 1 Crown Grant 79, in 1883.
1918 Richard Eames (journalist) together with Lot 1, Crown Grant 79.

1927 Ralph Cahill (farmer) purchased approximately 40 acres of Crown Grant 21, this being the area with Lucas Creek as its northern boundary.
1929 Margaret Birch, wife of Alfred Birch, purchased Lot 1 of Crown Grant 79 and part Crown Grant 21 from R Eames, and part of Crown Grant 21 from R Cahill (total area).
1962 Alfred Birch, who in 1970 subdivided Crown Grant 21 into four 10 acre lots, one 11 acre lot and three 12 acre lots.



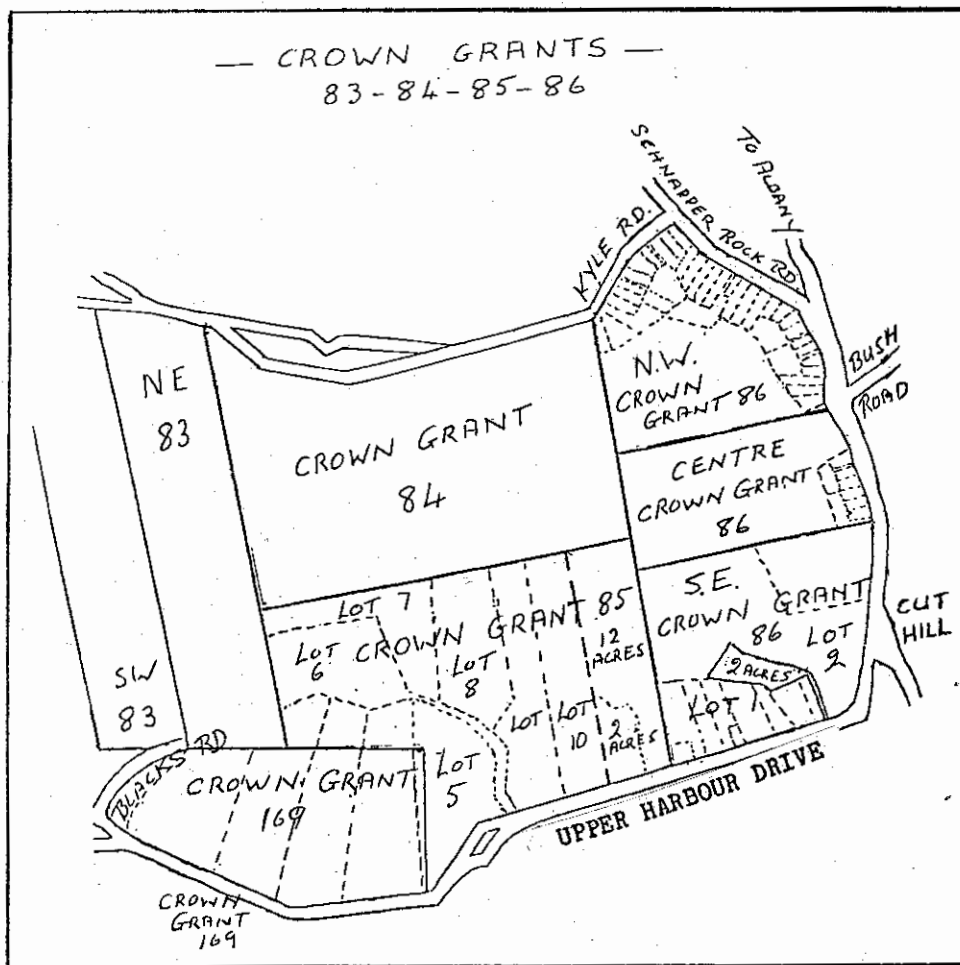
CROWN GRANT 83 PARISH OF PAREMOREMO

Comprising 84 acres

Subdivided at the time of Crown Granting into two lots.

South West Portion:

Comprising 42 acres, Crown Granted to John Hannay of Auckland in 1869, under the Auckland Waste Lands Act Amendment of 1862, and witnessed by Sir George Ferguson Bowen, G.C.M.G. (Governor of New Zealand 1868-1873).



Consecutive owners were:

1921 Richard Joseph James (journalist),
1927 Ralph Cahill (farmer),
1929 Maudie M Barratt,
1930 Albert P Hargreaves and Rodney Vallance,
1933 Gwendoline J Black (40 acres),
1968 I A Black.

North East Portion:

Comprising 42 acres, Crown Granted to Francis Winter in 1869 under the Auckland Waste Lands Act Amendment of 1862, and witnessed by Sir George Ferguson Bowen.

Consecutive owners were:

1904 Robert M Winter (farmer - son of Francis

Winter), 1946 Harold G Dennis (farmer), 1965 Richard G Dennis (farmer).

CROWN GRANT 84 PARISH OF PAREMOREMO

Comprising 82 acres

This piece of land as a Crown Grant was granted to George Staines (Broker) in 1868 under the Auckland Waste Lands Act Amendment of 1862 and witnessed by Sir George Ferguson Bowen.

Consecutive owners were:

1883 Walter Derhaw for £ 164 (\$328), 1885 Henry Partridge and Edmund Dufaur,
1919 Firth Bond Ltd, 1937 Robert Dean (farmer), 1946 Frederick C Kyle (driver),
1946 (same year) William E Wellm (farmer), 1971 W W Williams.

CROWN GRANT 85 PARISH OF PAREMOREMO

Comprising 78 acres

This land as a Crown Grant was granted to Bassett Lewis (boot and shoe maker), in 1869 under the Auckland Waste Lands Act Amendment of 1862 and witnessed by Sir George Ferguson Bowen.

Consecutive owners were:

1893 Robert James Robert (architect) for £ 50 (\$100),
1914 Mary Somerville wife of James Somerville (chemist),
In 1938 Mary Somerville subdivided a 15 acre lot which was purchased by Henry Lothian in 1938.

Consecutive owners of the 15 acre piece of land were:

1949 William Adderley, 1951 Harry J Potter

1954 Harry Pexton. who subdivided a two acre lot in 1965 which was purchased by Stanley M Sherrill in 1965.

In 1945 Mary Somerville sold the balance of property, comprising 62 acres, to Alexander McDonald, who in 1951 sold to Richard W Keeys. Mr Keeys farmed this land for many years, and in 1969 he subdivided the whole area, together with part of Crown Grant 169, into ten 10 acre lots and one 13 acre lot. The ten lots were all purchased by John R Pearson in 1969 and the 13 acre lot by Luther John Bell in 1971.

CROWN GRANT 86 PARISH OF PAREMOREMO

Comprising 100 acres

Subdivided at the time of Crown Granting into 3 lots

South East Portion: comprising 40 acres, Crown Granted to Thomas Hall (baker) in 1867 under the Auckland Waste Land Act Amendment of 1862 and witnessed by Sir George Grey K.C.B.

1908 Auctioned to the highest bidder and was purchased by Thomas Horton of Birkenhead for £54 (\$108). Mr Horton was the well-known mail contractor who delivered mail by horse from Birkenhead to Albany.

Consecutive owners were:

1910 Arthur B Wheeler, 1911 Henry J Wadham,

1919 Wilfred George Pannill of Albany, son of George and Clara Pannill,

1924 Clara A T Pannill,

1929 Clara Pannill subdivided 8 acres which were sold to James G Frew,

1938 Balance of 31 acres subdivided into two lots.

Lot 1 comprising 9 acres

1943 6 acres to Iris E O'Kell, daughter of George and Clara Pannill,

1947 2 acres to Hazel Pannill, daughter of George and Clara Pannill,

1951 combined area subdivided into 7 smaller lots.

Lot 2 comprising 22 acres

1938 Irvine O'Kell, husband of Iris O'Kell,

1943 Ethel B Caulier, 1955 2 acres to Griffin J Hamilton,

1955 20 acres to Eric Bunting.

North West Portion: comprising 40 acres, Crown Granted to Matthew Scott (ship's carpenter) in 1867.

Consecutive owners were:

1909 John Scott, 1909 (same year) John Broady (stovemaker) for £75 (\$150).

Middle Portion: comprising 18 acres. This portion appears to have remained Crown Land until 1909 when it was purchased together with the North West Portion by John Broady. Total area 58 acres.

Consecutive owners were:

1920 Charles H Colson, 1941 Charles and Claud Barton,

1947 Ernest Small (estate agent), who in 1954 subdivided 43 roadside sections,

1954 Balance of 40 acres purchased by William Blakeborough,

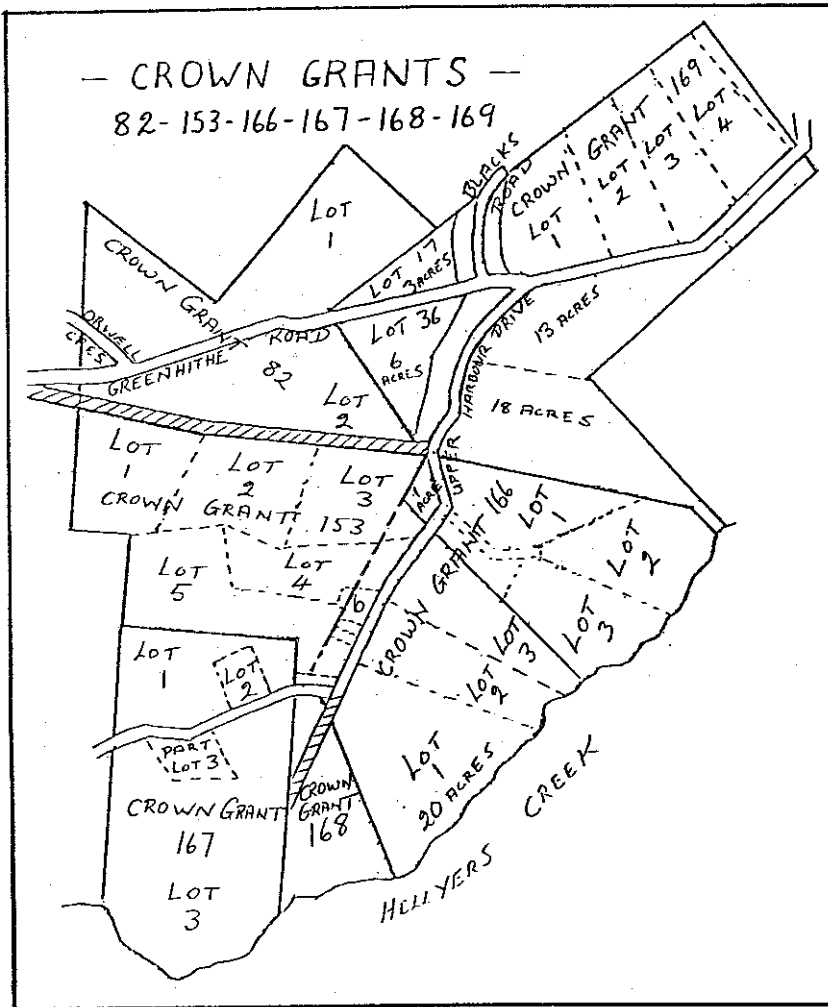
1955 Henry A E Stark.

CROWN GRANT 82 PARISH OF PAREMOREMO

Comprising 53 acres

On the 4th day of July 1892 this piece of land was granted to the Superintendent of the Province of Auckland under the Public Reserve Act of 1854, to be held in trust for educational purposes, both primary and secondary.

This land allocated for educational purposes would have been the result of the Greenhithe settlers' application, through Mr James Muir, School Inspector, for a school to be established in Greenhithe. Under the Education Act of 1877, 5% of all land was to be set aside for educational purposes.



As the original Crown Grant road, linking what is now Greenhithe Road and what is now Upper Harbour Drive, was impassable, a new road was dedicated through Crown Grant 82 and part of Crown Grant 169. Greenhithe's first school was later erected in 1893 fronting onto this new road. The school remained in this position until 1926 when it was removed to where the present school is situated. The 53 acres reverted back to the Commissioner of Crown Lands and was leased out to various people, including a Mr Michael Devine who purchased the title in 1954. Mr Devine transferred it a year later to Mr James Fleming.

CROWN GRANT 153 PARISH OF PAREMOREMO
Comprising 56 acres

This piece of land as a Crown Grant was purchased by John Craston Atkinson (watchmaker) in 1884.

Consecutive owners were:

- 1896 James Richard Cross (sharebroker)
- 1906 Jeannie Bell, wife of Henry Coalston Bell (land agent)
- 1931 Edward Albert Redfern who sold the property with the exception of one small lot.
- 1941 Benjamin Moore, 1942 George W Gardiner,
- 1943 Alexander Cunningham, 1946 Percy T Friedrich,
- 1951 Constance E Hawkins, together with 3 acres of Crown Grant 166 fronting Upper Harbour Drive.
- 1969 Constance Hawkins subdivided area into 5 large lots and 1 small lot.

- Lot 1 (11 acres), Lot 2 (10 acres), Lot 6 (1 acre) Constance Hawkins
- 1970 Lot 4 (10 acres) Thomas P Thornton
- 1970 Lot 5 (15 acres) Ronald B Follas
- 1971 Lot 3 (10 acres) Edward G A Eatherley.

CROWN GRANTS 166, 167, & 169 PARISH OF TAKAPUNA
Crown Grant 166 & 167 witnessed by Robert Henry Wynyard
Crown Grant 169 witnessed by Thomas Gore Browne

These three lots of land as Crown Grants were sold to William Gamble (settler). Crown Grant 166 and 167 in 1855 and Crown Grant 169 in 1857. In 1865 they passed to the ownership of William Gamble's brother, John Gamble, who the same year sold them to Joseph Wright (gentleman) for £143 (\$286).

Consecutive owners were:

1868 Ann Blagrove and her son, Valentine Blagrove,
1870 William Swanson, 1873 Mary Tutty (widow), who in 1876 auctioned the 3 lots separately to the highest bidder.

Information on owners of the above Crown Grants: Joseph Wright and Ann & Valentine Blagrove, Hon William Swanson.

Joseph Wright (merchant) and Ann & Valentine Blagrove

Joseph Wright was born in England in 1789 and arrived in the Bay of Islands, together with Ann Blagrove and her 4 year old son Valentine, natural son of Joseph Wright. Ann, it is recorded was born in London in 1803, the daughter of Charles Blagrove. Joseph, Ann and their son later moved from the Bay of Islands to Auckland. It is most likely that, along with many others, they moved to Auckland when it became the capital.

On the 4th December 1866, Joseph Wright died aged 77 years, at his Mount Street residence in Auckland. In his will he left a small provision for his wife Elizabeth and son, Henry Wright, £500 (\$1000), the residue of his vast estate he left to Ann Blagrove and his natural son known as Valentine Blagrove. Ann died at Mount Street on the 18th August 1889 aged 85 years.

The Hon. William Swanson

Born in Leith, Scotland 30th May, 1819 and arrived in Auckland 1844. He later went to California to try his luck, returning to New Zealand in 1852. Mr Swanson took up land in Auckland, in the area which now bears his name. Here he went into the timber industry. He was a very popular and well-liked person and was to be elected as representative of the West Ward on the City Board. He next represented the northern districts of Auckland and in 1871 was elected to the Provincial Council representing Newton. Mr Swanson was a member of the House of Representative until 1884 when he was beaten at the polls. He was, however, offered a seat in the Upper House in recognition of his past services. Mr Swanson died in 1903, his wife, a Maori chieftainess, having predeceased him in 1897.

CROWN GRANT 166

Comprising 72 acres - Auctioned by Mary Tutty in 1876

Purchased by John Bell for £36 (\$72), who then subdivided into two 36 acre lots.

Lot 1 John Bell sold to Henry Gundry for £36 (\$72).

Consecutive owners were:

1879 Mary Gundry who the same year sold to John Jackson for £100 (\$200).
1893 John Horton for £100 (\$200), 1897 Thomas Horton (settler).
1899 George and Alice Redfern £100 (\$200).

George and Alice Redfern

George Redfern was born in Birmingham, England, the son of James Redfern, a Wesleyan Minister. James Redfern, a widower, decided to start a new life in the colonies, and in 1862 he and his family of 7 children took passage in the sailing ship 'Matilda Wattenback' enroute for the new settlement of Albertland on the Kaipara Harbour.

On leaving England, James was presented with a bible from his circuit, in which an inscription had been written:

'Presented by the Wesleyan Church at Hanley in the Burslem Circuit to Mr James Redfern, on his leaving England for Albertland, New Zealand, as a mark of that church's high esteem for his personal character, and his valuable services as a Trustee, Leader and Local Preacher, and Sunday School Superintendant, during a period of more than 20 years.

Signed on behalf of the Church:

Nathan Rouse (Minister), John Blackwell (Minister).'

This bible was later presented by Mr Hilbert Redfern, on behalf of the Redfern family descendants of James Redfern, to the Paparoa Methodist Church, Northland, and is now on display in that Church.

James Redfern was later appointed Home Missionary for the district and travelled many miles on horseback to visit the widely dispersed settlements. George, who was the eldest son, was 18 years old when he arrived in New Zealand. He later married Alice Mary Sturge, born 1852 at Weston-super-mare near Gloucester, England. She had previously arrived with her family, at the age of 16, in the sailing ship 'Empress'.

For many years, George and his family travelled hundreds of miles on horseback at his trade: photography. He would take photographs of the settlers, gumdiggers, and school photographs and was a very popular figure, as photographers in those days were still few and far between.

The art of photography was done with a large box camera weighing about 40 lbs, which could be carried on the back, together with a tripod on which the box camera would be mounted for taking photos. Film, as we know it now, had not been invented and glass plates were used to capture the images. George would prepare



George and Alice Redfern's first house 1900-1903
Mrs Redfern with daughters, Theodora Grace & Annie Sarah

and develop his own plates using chemicals which he mixed himself, a rather long and tedious process. Mr Redfern had his studios in Symonds Street, over a chemist's shop. This shop, together with the studio, was later destroyed by fire and Mr Redfern moved into other premises also situated over a shop. However, within two weeks he was again burnt out. This was in 1899 and he and Mrs Redfern then decided to establish a new life. Greenhithe was the area chosen and they first lived in the house a Mr Powell had built on the banks of Lucas Creek (Lower Churchouse Road). The same year they purchased the 36 acres

of land being part of Crown Grant 166.

Mr and Mrs Redfern with 5 of their 10 children, (5 children having grown up and moved away), moved into a two-room house constructed of split rimu logs with a nikau palm roof, which Mr Redfern and his family had constructed. It must have been a great blow to Mrs Redfern when her husband died only one year after having moved to their property. Mrs Redfern and her children carried on clearing the land of bush and ti tree for the establishment of a mixed farm.

In 1904 it was decided that a larger house was needed to cater for the growing children and with the help of Mr Knaggs, who had built his own house behind where the Community Hall is now, they constructed a new home. Later, in 1914, a further house was constructed to replace the previous one. This house was to serve Mrs Redfern the rest of her life.

On October 25th 1945, Mrs Alice Redfern died in her 94th year, a grand old pioneer of the Greenhithe area. Life for the average settler was not an easy one, and for a widow with 5 children the challenge was far greater, but Mrs Redfern faced all hardships with courage and determination.

On her death the property passed to her daughter Annie, who had looked after her mother for many years. Annie Redfern had toiled on the land beside her brothers and the work she put into this property would have shamed many a man. She cleared ti tree, dug drains, milked cows, and fixed fences. She also found time to donate her services to the social activities of Greenhithe.

In 1965 Miss Redfern sold the 1 acre piece of land on the opposite side of Upper Harbour Drive, being part of Crown Grant 166. The balance of Crown Grant 166 (36 acres) she had subdivided into two 10 acre lots and one 14 acre lot.

Lot 1 (14 acres) Annie Redfern.

1972 Lot 2 (10 acres) purchased by N R Harrison.

1972 Lot 3 (10 acres) purchased by N & T Jujnovich.

On Miss Redfern's death in 1975 her property passed to her nephew R W Ching. In 1982 Mr Richard Ching donated 2.4 ha of native bush to the Takapuna City to be preserved as a native tree reserve and bird sanctuary. Some of the native trees within the reserve are kauri, kahikatea, puriri, nikau palms and rata.

Lot 2 John Bell sold to Thomas Bell in 1887 for £100 (\$200).

Consecutive owners were:

1888 Herbert Page £145 (\$290).

1889 David Forrest (master mariner) £125 (\$250).

1947 Thomas Fraser Forrest and Donald Forrest, 1948 Thomas Fraser Forrest.

1951 Thomas Fraser Forrest transferred the 3 acres situated on the opposite side of Upper Harbour Drive to Constance Hawkins.

Balance of property purchased in 1960 by John William Walker 1964 Subdivided into 3 lots.

1964 Lot 1 (20 acres) Hazel A Wood.

1964 Lot 2 (10 acres) Eric M Shields.

1964 Lot 3 (10 acres) Margaret S Richie.

Captain David Forrest, OBE. (Master Mariner)

Captain Forrest, born Kings Lynn, South Shields, England, in approximately 1866. He later trained for the sea at Kings Lynn. He became a North Sea pilot and an officer of the White Star Line. It was because of a fire-arm accident that he decided to come to New Zealand. (He was accidentally shot in the chest while purchasing a gun, thus ending his career as a mariner).

On the trip out to New Zealand he was accompanied by his eldest son, 16 year old Donald. His wife Annie and their three younger children, Margareta, Ernest and Thomas followed later. The first memory the children had of New Zealand was of scones spread with wild honey.

In 1889 Captain Forrest purchased 36 acres in Greenhithe and cleared part of this for an orchard and vegetable garden. He also grew strawberries, raised some poultry and had a couple of cows. It appears that he must have had a small private income, probably a Royal Navy pension, as the produce was only for their own private consumption.

Captain Forrest, perhaps because of his past association with the sea, was unable to settle down and often left home for weeks at a time. His wife and family later left Greenhithe and settled in Auckland. Captain Forrest returned to England and served in the First World War and was later awarded the OBE. He kept ownership of the Greenhithe property and in approximately 1925 he arrived back with trunks and cases. Locals in the area were very surprised as it had been rumoured that he was dead. He was disappointed and confused because of how things in Greenhithe had changed. Years before he had left a dwelling and some cleared land but on returning found the house burnt down and where there had once been cleared land, a tree now grew high above his head. He pitched a tent until his son Thomas had built him a one-roomed cottage.

Captain Forrest often spoke of his neighbour, a Mr Lyons, a bachelor with whom he was very friendly. When Captain Forrest once more left Greenhithe to return to England, Mr Lyons remained, determined to make a living out of his 10 acre lot (Crown Grant 168). He said that if he could make £5 (\$10) a year he would be able to survive. He asked Captain Forrest if he would lend him the money to pay the small rates on the property. Later Captain Forrest heard that Mr Lyons had committed suicide and he regretted that he had not lent him the £5 (\$10). That sum in those days was worth a considerable amount. Captain Forrest would often tell the tale of Mr Lyons and how he would have made the £5 (\$10) last for a year. He thought it rather lean for himself but Mr Lyons regarded oatmeal as his staple diet, plus what he grew himself. After Mr Lyons' death, Captain Forrest continued to pay the rates for a further 20 or so years. The County then notified him that he could claim title to the property.

On one occasion Captain Forrest fell from a bicycle and cracked his shoulder blade, which he maintained was only put out and could be put back in place by himself. He would lean against the gate with his arm over it and try to move it while grasping an iron bar. He hoped for improvement, but months later he admitted defeat and on attending Auckland Hospital, x-rays revealed a broken shoulder blade.

He was a motoring enthusiast and owned 3 cars at various times. A Ford Beauty, a Model T Ford and a 1938 Morris Sports. He also purchased a hand forge and together with the handbook which described every engine part in detail, he decided to completely overhaul the Ford Beauty in order to know it better and its mechanics. Not wishing to leave his forge out in the weather he kept it in his hut and when visited by the locals was usually surrounded by pieces of machinery. He would often speculate on why Henry Ford did this or that. In time he assembled it all together again and would go off for occasional jaunts which afforded the locals much amusement as they usually ended with the car stuck somewhere in the clay roads or else it needed to be pushed to be restarted. At one time he was coming steadily along with the car door open, waving in great spirits when he noticed the front wheel was off the verge of the road. Out he leapt and the car carried on into a fence where it remained with engine running and wheels spinning on the dry grass until he went to switch off the ignition.

Later one of the piston rods came loose and went through the crankcase. Another Ford was then purchased for spares and repairs carried out. About this time warrant of fitness tests were initiated and this also entailed a lot of work on his cars in order to obtain a certificate. His occasional trips to Birkenhead usually ended in his being towed home. A visit to the local store afforded amusement for the locals and all were prepared to lend a hand to push.

A few years before he died his watch was stolen. After this he gathered together all his important papers and buried them in a tin on his property. A few months later when he went to retrieve them he could not remember where they were buried. Perhaps this tin still lies buried somewhere on the property.

In 1947 Captain Forrest died and his property passed into the hands of his two sons Thomas and Donald Forrest, his other children having pre-deceased him.

CROWN GRANT 167 PARISH OF TAKAPUNA
Comprising 62 acres

Auctioned by Mary Tutty in 1876 and purchased by Henry William Simes (farmer, of Shannon) for £24.19.1 (\$49.91)

Consecutive owners were:

1922 Mary Lomax, daughter of Henry and Jessie Simes

1947 Mary Lomax subdivided two small lots, one on each side of Upper Harbour Drive. The road already subdivided the property into two lots.

Part Lot 1 (2 acres) transferred to Aubrey Perry Lomax

Consecutive owners of Part Lot 1 were:

1957 William H Short, 1960 Neil W Wood

Part Lot 3 (4 acres) transferred to Marjorie L Reid

Consecutive owners of Part Lot 3 were:

1963 Donald G Dennis, 1967 Alexander Campbell

1969 Balance of property (47 acres) was transferred to the New Zealand Insurance Company Ltd, who in 1977 transferred Lot 1 (11 acres) to D J Jonkers and C E Richards and F L Liggett, and Lot 3 (35 acres) to M J R Alexander.

CROWN GRANT 169 PARISH OF TAKAPUNA
Comprising 88 acres

Auctioned by Mary Tutty in 1876 and purchased by James Bevage (coach builder) for £39.12.0 (\$79.20)

Consecutive owners were:

1877 Henry Gundry (settler) for £60 (\$120), 1879 Mary Gundry

1880 Martin Monstedt £95 (\$190), 1920 Albert Edward Stroud (settler)

1921 Thomas Robert Creig, 1938 Basil and Colin Creig, 1940 Malcolm J Brown.

1940 the same year, to John Griffin

In 1945 John Griffin sold 70 acres to Richard W Keays.

The balance of 18 acres Mr Griffin subdivided in 1955 into 35 roadside sections fronting Blacks Road and Upper Harbour Drive. The balance being a 6 acre lot (Lot 36) and a 3 acre lot (Lot 17).

In 1966 Mr Keays subdivided one 18 acre lot, which was purchased the same year by Mr Donald Dennis.

In 1969 Mr Keays subdivided the balance of 52 acres together with 62 acres of Crown Grant 85 into ten 10 acre lots and one 13 acre lot.

The 10 acre lots were all purchased by John R Pearson in 1969.

The 13 acre lot was purchased by Luther John Bell in 1971.

Martin Monstedt
Owner of Crown Grant 169 in 1880

Martin Monstedt, born 1852 in Norway, was apprenticed to a blacksmith where he learnt his trade as a coachbuilder and wheelwright. On the 4th April 1873, at the age of 21, he married Anne Sophia Olsen, aged 16, at the Tromso Parish Church. A few years later they decided to emigrate to New Zealand, together with their baby daughter Olufine.

It is recorded that they settled in Albany in 1877 where Mr Monstedt had taken up gum digging.

The "Weekly News" of September 29th 1877 reports:

"COUNTRY NEWS - Two fires at Lucas Creek

Intelligence reached town on September 21st, that two fires had occurred in the vicinity of Lucas Creek. It was in the first instance conveyed to Sergeant Martin, of the Water Police, by a man who came across from the district, and upon the sergeant reporting the matter at the Police Station, Detective Grace was despatched to the spot to make enquiries. The following are the circumstances:

A Gum-Digger burnt out

On September 15 a building which was formerly occupied as a school house, at Lucas Creek, but which has recently been occupied by a gum-digger named Monstedt, with his wife and family, took fire and was burnt to the ground. The man was away at work, and the three children were also away, Mrs Monstedt being left alone in the house. In addition to the furniture, clothing etc belonging to the family a quantity of gum, valued at £20 (\$40) was stored in the house. At about 3 o'clock in the afternoon Mrs Monstedt left her house to go to a neighbour's place a short distance away, but she had hardly gone 100 yards, when looking back, she saw her house in flames and in a few moments it was burnt to the ground. It is supposed that the embers of the fire which were left on the hearth, found their way through the broken brick-work and communicated with fragments of gum which lay about. Of course when the fire reached the bags of gum no hope remained that anything in the building could be saved. The building was the property of the Presbyterian congregation, but the unfortunate occupants have lost all they possessed in the world through the accident and husband and wife and three children are left with only their clothes which they wore at the time. There was no insurance on the building or effects."

The second fire was in connection with a 6 roomed house also being burnt to the ground.

Mr and Mrs Monstedt's children attended the Albany School. Records show his daughter Olufine and his son Edward attending from 1884 to 1891. In 1891 Olufine left school and her brother Edward had been joined at school by his two younger sisters, Anna and Martha in 1890. In 1892 Anna and Martha together with a younger brother John were enrolled at the new Greenhithe school opened in Mr Blyth's house. However, they did not attend classes and later were enrolled at the Glenfield School.

Mr Monstedt had moved to Greenhithe after the fire and had built himself a small cottage on a 5 acre piece of land fronting onto Hellyers Creek. In 1880 he purchased the 88 acres of land (Crown Grant 169) fronting two sides of Upper Harbour Drive, where he built himself a new house. In approximately 1924, the 5 acre property, which had changed hands and had reverted back to very heavy and dense ti-tree, was cleared. Much of the ti-tree, over 6 inches thick, was sledged down to Hellyers Creek and then loaded onto a scow destined for

Auckland. The balance of bush was burnt off and the outlay of Mr Monstedt's original little garden and dwelling could be distinctly seen amongst the stumps. Later the area was planted in pines.

Not long after building his new house, it also was to burn down. Mr Monstedt and his family had lost their home for the second time because of fire. A new house was built in approximately 1887. This is the house which is still standing on the property and fronting onto Upper Harbour Drive.

Mr Monstedt cleared land opposite his house on which he planted an orchard, consisting mainly of apples and plums. Grapes were also planted. Only the necessary land was cleared and the various orchards were surrounded by bush. Many large puriri trees as well as the usual ti tree were felled and burnt for the establishment of the orchards. The blackened stumps could be seen for many years after.

Alongside his house, Mr Monstedt built himself a blacksmith's shop which housed a large wood and leather bellows as well as the inevitable blacksmith's anvil. In this shop he fixed drays, gigs and buggies, shod horses and fixed bridles, etc for many of the locals as well as those from surrounding areas.

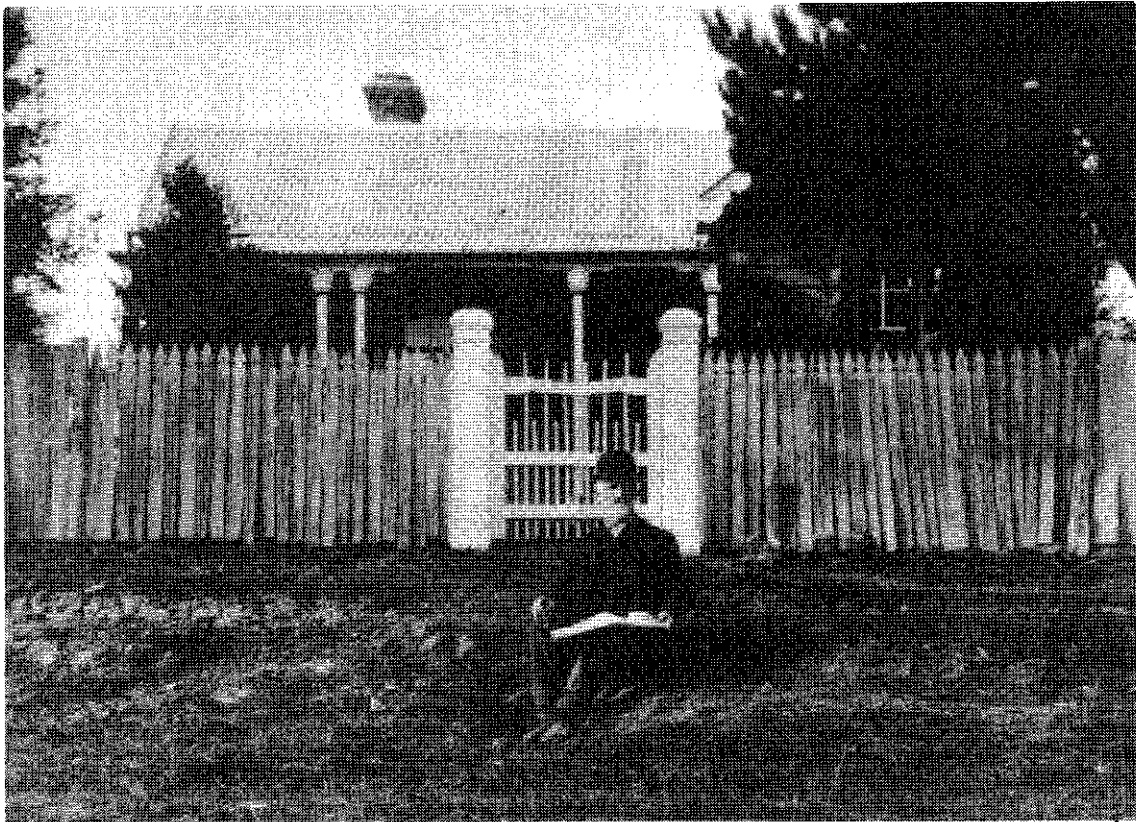
Mr Monstedt was a great friend of Mr Blyth and would spend many hours with Mr Blyth in pursuit of cultural and general knowledge about the country and its language which he had adopted.

With large stands of native bush and scrub around, bird life was abundant. One species of bird not now often seen was the weka. These birds would come and settle near his house and were very plentiful for many years until much of the bush was cleared.



Monstedt Family

Left to right: Edward, Anna, Mrs Monstedt, John, Mr Monstedt, Olufine and Martha
Photo taken approximately 1900



Mr Monstedt outside his house
Photo taken approximately 1900

Mr Monstedt ran a herd of approximately 17 cows to supply milk for his growing family of 3 girls and 2 boys. These cows, each with a bell, would wander in the bush towards Glenfield. On the way back from the Glenfield School the children would fan out to drive the cows home. When his children grew up, Mr Monstedt, who did not like to keep animals, dispensed with his herd.

The main road (Upper Harbour Drive) in front of his house was just a clay track and Mr Monstedt would cut ti-tree which he laid across the road in order to give him access to the Main North Highway.

Mr Monstedt later moved to Ponsonby where he died in 1923, aged 71, his wife having predeceased him in 1893, aged 46. Both are buried at the Albany Churchyard. He was survived by his 3 daughters, Olufine (Mrs William Godfrey) born 1873, died 1949, Anna (Mrs Samuel Green) born 1884, died 1961, and Martha (Mrs Hugh Brown) born 1886, died 1952.

Mr and Mrs Monstedt's eldest son Edward Charles, born 1876, served in the Boer War. At the end of the war in 1902 with many hundreds of other young men he was shipped back to New Zealand. Many of them were suffering from dysentery and tropical diseases. These men were quarantined on Somes Island (Wellington). On the 9th August 1902 Edward Monstedt, aged 25, died on the island. His body was then brought back to Greenhithe where he was given a military funeral at the Albany Churchyard. Their other son, John Alfred, born 1887, was later killed in the First World War, at Calliope on the 31st July 1917.

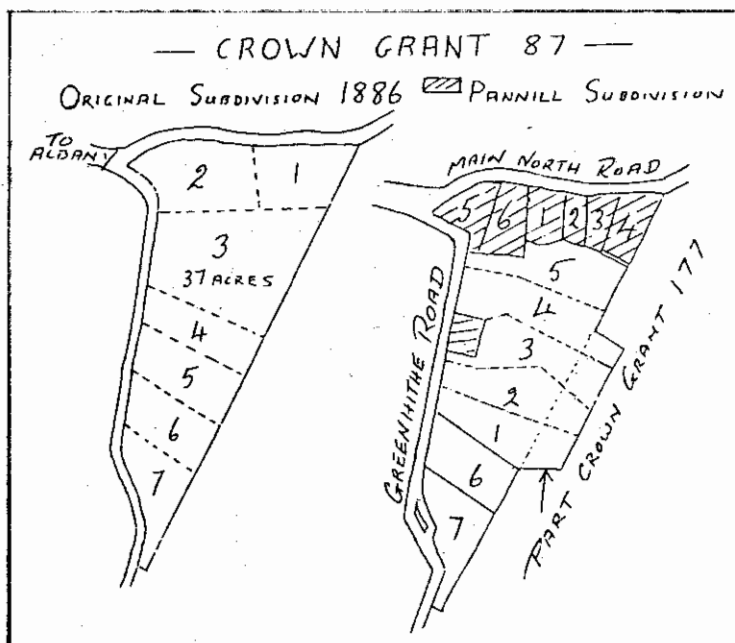
In 1976 Mr John Bell, owner of the property on which Mr Monstedt's house was situated, approached the writer for the background history of the house. Mr & Mrs Bell were finding the old house too small for their family and the only way they were allowed under town planning regulations to build a new house on their 13 acre property was to demolish the old house. An application was then made to the Takapuna City Council for a specified departure in order that the house and a section of land could be subdivided. With the writer's background history of

the house and Mr Bell's reasons to build a larger house, the council approved the subdivision. One of the conditions being that the Monstedt house be registered as a place of historic interest.



Edward Monstedt's funeral cortege on the main road from Greenhithe to the Albany Cemetery.

CROWN GRANT 87 PARISH OF PAREMOREMO
Comprising 95 acres



This piece of land as a Crown Grant was granted to Charles Gaze (saddler) in 1865 under the Auckland Waste Land Act Amendment of 1862 and witnessed by Sir George Grey KCB, Governor New Zealand 1861-1868.

In 1866 transferred in lieu of debts to John Saddler Black and John Southern Porter.

Consecutive owners were:
1870 Henry John Smith for
£ 20.2.6 (\$40.25)
1870 Same year to John Fortune
1881 Jan Fraser
1884 George Fraser (estate agent)
In 1885 it is of interest to note that the property was purchased by a combine of four persons for

£ 190 (\$380). They were: Alexander Hugh Bruce (Lord Balfour of Burleigh), Sir James Fergusson of Kilberrau Scotland (Baronet) later to become Governor General of New Zealand, Duncan Henry Caithness Reay Davidson, the younger of Tullock, Scotland, Charles Dalrymple of Hoiles MP for Berkshire. In 1886 these owners subdivided the area into 7 lots.

Lot 6 comprising 8 acres was sold to William Meikle for £ 36.9.6 (\$72.95)
Consecutive owners were:
1913 Arthur E. Meikle, 1924 Rawson Smith Ltd, 1943 William H Vickery,
1945 John Negus, 1951 William F Cox, 1961 Alexander R Black
1964 Mollie C Black.

Lot 7 Comprising 9 acres was sold to John Gilbertson Anderson (commission agent) for £39.16.3 (\$79.63)

Consecutive owners of were:

1891 George F R Bloomfield, 1912 John A Monstedt
1917 Martin Monstedt, father of John Monstedt
1923 George N Godfrey, son-in-law of Martin Monstedt
1923 One acre taken for roading
1924 Olufine A Godfrey, daughter of Martin Monstedt.
1950 Anna M Green, daughter of Martin Monstedt.

The balance of the property was put up for auction and was purchased by Robert Nair Ryburn and William S Lauri (merchants) trading as W S Lauri and Co for £100 (\$200)

1893 Reverted back to the mortgage holders: Bruce, Fergusson, Davidson and Dalrymple, who sold to William Thomas Fairburn (gentleman) of Brighton, England in 1896.

In 1900 purchased by Thomas Buddle (solicitor) and William Stephen Cochrane (land agent) son of Samuel Cochrane.

1902 purchased by Clara Pannill wife of George Pannill.

In 1923 Clara A T Pannill subdivided lots 1 and 2 into 6 smaller sections fronting onto the Main North Road (see plan).

Purchasers of these smaller lots were:

1930 Lots 1 and 3 (6 acres) Irvine Okell.
1933 Ernest Wilmot, 1938 Richard Burton, 1948 Charles Burton.
1951 Lot 1 (3 acres) Connie Honey, 1957 H Pateman, 1959 P D Lawler.
1965 P K Laker, 1965 N G Dodds, 1969 R A Fitzwilliam.
1951 Lot 3 (3 acres) Geoffrey Honey, 1966 D Bawden
1925 Lot 2 (2 acres) Iris E Pannill, 1933 Ernest Wilmot, 1938 Richard Burton.
1948 Charles Burton, 1951 Connie Honey, 1957 Douglas Inglis.
1969 A H & J E Little & Co Ltd, 1970 Stafford Waterman.
1925 Lot 4 (5 acres) Ida Caussen, 1937 Joseph Day, 1938 Emma Abbey
1944 Part to Richard Burton.
Part to Lillian Prangnell.

Lots 5 and 6 (10 acres) see write-up on Pannills.

Lot 3 comprising 37 acres purchased in 1934 by Peter Philip Hutt.

Consecutive owners were:

1936 Frederick W Suckling, 1943 William K Michael.
1943 same year Dorothy A C Goldfinch, 1954 Cedric H Knight.
1966 Chilton Estate Ltd.

Lots 4 and 5 comprising 14 acres.

In 1926, Clara Pannill subdivided a two acre lot fronting Upper Harbour Drive which was purchased by Harold L Olsen, and on which he built himself a house.
Balance of property purchased by Anne J Sudfelt in 1929.

Consecutive owners of Lots 4 and 5 were:

1931 Reverted back by Clara A T Pannill.
1933 Sybil L L Pannill wife of Clarence Pannill, son of George & Clara Pannill.
1934 Irvine Okell, son-in-law of George and Clara Pannill.
1937 Arthur Nicholls, together with house and the 2 acre lot.
1943 William H Vickery, together with house and the 2 acre lot.
1945 Robert J Negus, together with house and the 2 acre lot.
1954 Cedric Knight, together with house and the 2 acre lot.
1958 Norman Hoyland (house and 2 acres only).
1966 Chilton Estate Ltd, balance of 12 acres.

Lots 3, 4 and 5 comprising 52 acres now owned by Chilton Estate Ltd, who in 1967 subdivided the area into 5 lots. To obtain the minimum of 10 acres in each lot Chilton Estate purchased further acreage, part of the bordering Crown Grant 177.

Information on some of the land owners of Crown Grant 87:

Alexander Hugh Bruce, Rt Hon Sir Charles Dalrymple, 1st Baronet of Newhailes,
Duncan Henry Caithness Reay Davidson, Sir James Fergusson,
George and Clara Pannill (settlers).

Alexander Hugh BRUCE

Sixth Baron Balfour of Burleigh in the Scottish peerage (1849-1921)

Born 1849 the only son of Robert Bruce of Kennet. In 1876 he became a representative peer for Scotland and sat in the House of Lords. From 1888 to 1889 he was Lord-in-Waiting to Queen Victoria and from 1889 to 1892, Parliamentary Secretary to the Board of Trade. In his later years, Balfour of Burleigh was perhaps the most outstanding figure in the public life of Scotland. In 1896 he became Lord Rector of Edinburgh University; in 1900, Chancellor of St Andrews University; in 1917, Chairman of the Carnegie Trust for the Universities of Scotland. In 1876 he married Lady Katherine Eliza Gordon, youngest daughter of the fifth Earl of Aberdeen, by whom he had two sons and three daughters. He died 6th July 1921.

Rt Hon Sir Charles DALRYMPLE

1st Baronet of Newhailes

Born Kilkerran, Ayrshire, 15 October 1839. Second son of Sir Charles Dalrymple Fergusson and Helen, daughter of the Rt Hon D Doyle Lord Justice, General of Scotland. He married Alice Mary 2nd daughter of Sir E Hunter-Blair. He was educated at Harrow and Trinity College, Cambridge. Member for Parliament 1868-85. He opposed Mr Gladstone in Midlothian 1885. Conservative MP, Ipswich 1886-1906. He died in 1916.

Duncan Henry Caithness Reay DAVIDSON

Born in 1836 the son of Duncan Davidson Esq of Tulloch Castle and the Elizabeth Diana MacDonald, eldest daughter of Lord MacDonald. JP and formerly of the Grenadier Guards. MP for County Cromarty 1826-1830 and 1832-1834. He married Georgiana daughter of John MacKenzie.

Sir James FERGUSSON

Sixth baronet of Kilkerran, Governor of Bombay

Born 14th March 1832 in Edinburgh, eldest of four sons of Sir Charles Dalrymple Fergusson and Helen, daughter of David Lord Boyle. James served in the Crimean War 1854-55. He took part in the battle of Alma, and was wounded at Inkermann on 5th November 1854. In 1855 he entered Parliament, but in 1857 he lost his seat for Ayrshire. Two years later he recovered it and held it until 1868. After Disraeli succeeded Lord Derby as Prime Minister in February 1868, Fergusson was made a privy councillor and Governor of South Australia in 1869. In 1873 he left South Australia to become Governor General of New Zealand, but after Disraeli became Premier (1874), Fergusson resigned in 1875, being made KCMG.

In 1880 he accepted the post of Governor of Bombay, which he administered until 1885. He then returned home to England and entered Parliament again. In 1907 he attended a conference in Jamaica. On the first day of the conference, 14th January, Kingston was overtaken by a terrible earthquake, followed by a destructive fire. Fergusson was walking in the street near his hotel when he was killed by a falling wall. He was buried in Jamaica near Kingston.

His eldest son by his first marriage, Major-General Sir Charles Fergusson DSO was also to become Governor General of New Zealand from 1924 to 1930, then to be followed by his son Sir Bernard Fergusson as Governor General from 1962 to 1969.

Clara Alice Thorncroft & George PANNILL
Land Owners: Lots 1,2,3,4,& 5 of Crown Grant 87 (78 acres)
South East Portion Crown Grant 86 (40 acres)

Clara Pannill, nee Frost, was born at Thames, the daughter of Mathew Henry Frost and Annie, nee Hall. On her marriage to George Pannill, son of Alexander and Phillipa Pannill, she moved onto her husband's parents' property at Lucas Creek (Albany).

Mr Alexander Pannill arrived in New Zealand in 1856, previously from Ireland, having first settled in Australia in 1840. On arrival in New Zealand he purchased a 203 acre property at Lucas Creek (Albany) from a Richard Yeaman for £400 (\$800). This block of land includes the site of the present Albany township. It was here that George was born in 1859.

In 1862, Alexander Pannill purchased a further large holding, in the east coast bays, from Alfred Long, the original settler of Long Bay. Here they settled until 1869 when they once more returned to Lucas Creek, this time to a property in Bush Road, Rosedale Road area. Orchards were planted, young George assisted his father in the establishment of these orchards. George also helped his father to cart timber for the first state school in the district. The timbers being hauled on bullock wagons from the Lucas Creek wharf.

Alexander Pannill died in 1884 aged 68 and the property passed into the hands of his son George. It was on this property that George pioneered the fruit growing industry of Albany. As well as the usual varieties of fruit Mr Pannill had a vineyard of American Isabella grapes from which he made his own wine. In 1895 he noticed that one of his Isabella vines had thrown up three particularly strong shoots, on which the grapes were much larger and finer than any he had hitherto grown. He then set to work to propagate a quantity of the fruit and in 1897 he offered a few cases to the public. The grapes sold well and their fame soon spread. He was besieged with requests for cuttings of the new variety, which he named "Albany Surprise." Today the "Albany Surprise" is regarded as one of the best outdoor grapes grown in New Zealand.

In 1909 George and Clara sold out and moved with their family of 4 girls and 2 boys to Cut Hill, Greenhithe, a property they had purchased 7 years earlier. Here they set out to establish a new home and orchard. Later a dairy herd was run in conjunction with the orchard. They named their property "Fairmount". The new house, situated 330 feet above sea level, commanded magnificent views in all directions.

George built his own cool store for apples in the cool of the bush over a stream. It would be difficult to imagine a better natural spot for a cool store. On the hottest of days, the temperature here rarely exceeded the high sixties (20 degrees C). The bush running down to Hellyers Creek had some fine specimens of kauri up to 6 feet (1.8m) in diameter, but they have now fallen to the sawmiller. The tributaries of Hellyers Creek held many fresh water crayfish which when caught were boiled in billies and then eaten.

In 1919 Mr Wilfred Pannill, son of George and Clara, purchased 40 acres opposite his parents' property (SE portion Crown Grant 86). On Wilfred's death in 1924, this property was acquired by his parents.

As George and Clara's family grew up and married, the two properties were subdivided into smaller lots and a cluster of new houses sprang up along the Upper Harbour Drive, many of these houses being built by Mrs Iris O'Kell, daughter of George and Clara Pannill. Quite often the area was referred to as Pannill town.



Family of George & Clara Pannill 1903
(L to R) Back: Hazel (daughter), Percy Frost - (Clara's brother), Shirley Frost - (Clara's nephew), Pearl (Clara's niece)
Centre: Wilfred (son), George, Clara, Mathew Henry Frost - (Clara's father), Iris (daughter)
Front: Violet (daughter), Clarence (son), Edna (daughter)

In 1927 Mr and Mrs Pannill sold their Cut Hill homestead 'Fairmount', together with 10 acres of land to Mrs E D Smith-Wilson.

In 1939 the Pannill homestead was destroyed by fire. From 1927 to 1971 the property changed hands 8 times until in 1971 it was transferred to the ownership of the Auckland Regional Authority, which in 1974 built a 5.5 million gallon reservoir on the site where 'Fairmount' once stood. Part of this property has now been subdivided for private ownership.

George and Clara Pannill lived the rest of their lives with one of their daughters in Greenhithe, George died on the 29th September, 1942 aged 83 and Clara in 1947 aged 77.

CROWN GRANT 177 PARISH OF TAKAPUNA Comprising 320 acres

Though not actually in the Greenhithe area Crown Grant 177 with its boundary on Crown Grant 87 is of local interest. It was Crown Granted to Henry Hellyer under the 'Claims to land obtained by purchase from the Aboriginal Inhabitants of the Colony of New Zealand'.

"Granted to Henry Hellyer of Waitemata, New Zealand, 320 acres on a small creek which empties itself into the Waitemata and called Tapukapuka. Commencing at a marked kauri tree on the left side of the creek and running north west a quarter of a mile, to the summit of a range of hills and commencing on the opposite side of the creek, from the kauri tree above mentioned and running south east a quarter of a mile and following the above range of hills one mile north east.

Witness, our trusty and well-beloved Robert Fitzroy, Esquire, Governor and Commander-in-Chief of our said territory and its dependencies, at Government House, Auckland, New Zealand, aforesaid this thirteenth day of August in the ninth year of Our Reign and in the year of Our Lord one thousand eight hundred and forty five."

Henry Hellyer was one of two sons of Thomas Hellyer. Under the above act, proof had to be made that the properties had been purchased fairly from the Maoris. Upon proof, a Crown Grant title would then be issued by the Government. In this case Mr Thomas Hellyer had purchased the property from a William Webster. In 1841, Thomas, a claimant, had submitted that he had lived on the land from November 1840 and had spent £130 (\$260) on building a sawpit, a hut and a workshop. Mr Webster admitted that he had sold the property to Mr Hellyer on 13th October 1840 for £160 (\$320), the payment being made on a schooner off North Head and witnessed by a Mr James George. Mr Webster also had to prove his claim to the land. His witness was a Mr Lovet Thorogood who stated that he was Webster's agent 4 years earlier and that he had witnessed Mr Webster purchase

the said land from the Maori chiefs Nanihi and Tuire on 17th April 1837.

The payment for the land was:	4 guns, value	£ 48	(\$96)
	400 lb potatoes, value	£ 45	(\$90)
	Tobacco, value	£ 40	(\$80)
	Shirts and gowns, value	£ 25	(\$50)
	Cash	£ 2	(\$4)
		£ 160	(\$320)

In 1841 it is recorded that Mr Thomas Hellyer was selling home-brewed beer at £4.10.0 (\$9) per hogshead. He was found dead in his shack known as 'The Retreat' on the 22nd December 1841.

In 1846 the property was purchased by William Crush Dalby^{Dalby} (master mariner) for £300 (\$600). Previous to Captain Dalby's purchase of this land, Henry Hellyer had been making 30/- (\$3.00) a week by obtaining royalties on timber. Captain Dalby decided that with hard work he could increase the above amount 4 times over. He moved into the ti tree shack in which Mr Hellyer had been living, but later built a three-room house with a shingle roof, shutters and windows on each side. Later a further 3 rooms were built, together with a clay fireplace. He then set up a timber station which he ran for two years before going into partnership.

Captain Dalby^{Dalby} was born in 1816 and became a Member of Parliament in 1856. He became very prominent in the timber and gum industries and also ran a steamboat company. He died in 1903 aged 87. An Auckland Harbour Board tug is named after him. Prior to entering parliament Captain Dalby sold his property in 1854 to a John Jennings for £490 (\$980). Dalby.

SHIPPING ON THE UPPER WAITEMATA HARBOUR

In the early 1860s, transport for passengers from Auckland to the upper reaches of the harbour was very spasmodic. Cutters, the odd steamer and even rowboats would make trips to Riverhead. One of these steamers, it is of interest to note, was the 'Tasmanian Maid', whose bell was later presented to the Greenhithe School.

One of the first men to engage in a regular Riverhead passenger service was Jeremiah Casey who ran vessels between Auckland and Riverhead from 1866 to 1878. In 1878 the Kaipara Steamship Co Ltd purchased all of Casey's ships but by 1881 they in turn decided to sell some of their vessels, this being brought about by lack of patronage because of the opening of the railway between Auckland and Kumeu. One of the vessels the Kaipara Steamship Co purchased from Casey was the well known 'City of Cork' which they resold in 1884 and which was later wrecked off Shoal Bay, Northcote, her remains being visible up to 1959.

Mr Blyth, who had settled in Greenhithe in 1882, had his own private jetty and locals who wished to use this jetty were quite welcome. Mr Blyth would often take the odd passenger up to Auckland in his yacht. Other settlers who did not own their own boats would tramp about 10 miles (16 km) to Stokes Point, Northcote, in order to catch a passenger vessel to Auckland.

The first Lucas Creek service was started by a Greenhithe settler Sam Widdison, who had purchased land in Greenhithe in 1866. His sailing cutter traded up and down for many years. Sam Widdison died in 1883 and his cutter was replaced by a small steamer, the 'SS Gleaner', skippered by Captain Holden of Albany. The 'Gleaner' would make a trip once a week in the fruit season and once a fortnight out of season. Mr Blyth recalls in his letters how he would have to row out to catch the 'Gleaner', as she made her way past his property, in order to have his mail delivered to Auckland. In 1892 the 'Gleaner' was purchased by a company

formed by the settlers. She was overhauled and fitted with a steam donkey engine which could be heard chug-chugging for miles around. It is said that this ship was given the new name of 'Albany' in order to publicise the recently named district of Albany. The 'Albany' was in the command of Captain Alexander McArthur. She was later taken off the Albany run and became a total wreck on the 28th November 1916.

In 1902 Bradney and Binns had purchased a ship called the 'SS Advance' and had combined Albany and Lucas Creek with their Riverhead service. The 'Advance' had been built in 1900 by Logan Brothers of Auckland for W Stevenson. She was of 18 tons and 50ft (15.2m) long. In 1925 the 'Advance' was sold to owners in Napier who converted her into a fishing boat. In 1931 she left Napier for Wanganui and was never seen again.

Bradney and Binns had previously made their entry into the shipping scene in 1884 with their steam launch 'Presto'. In 1892 a further ship was brought out, the 'SS Vivid'. A few years later the 'Vivid' was transporting many hundreds of boxes of fruit per trip from Greenhithe and surrounding areas, the main bulk of them supplied from the orchards of Mr Blyth and Mr Miller. Mr Blyth's wharf soon became inadequate to handle the large volume of traffic and in 1899 Mr Blyth wrote to the Harbour Board to see if a new public wharf could be built at Greenhithe. The result of this was a 513ft (156.4m) wharf being built in the bay. The new wharf comprised a walkway 482ft (147m) long and 6ft (1.8m) wide, a pierhead 31ft (9.4m) by 22ft (6.7m), plus steps, a wooden shed 13ft by 13ft (4m by 4m) for goods and passengers, and a freight crane. Later, railway lines were added in order to trolley goods to and from the boats. Produce and freight would first be winched down the steep bank, at the end of what is now called Traffic Road, where it was loaded into the trolleys. The 'SS Vivid' called twice a week at the wharf, a return trip each Tuesday and Friday. Later the 'Vivid' was used to transport night soil from Auckland to Harkin Point north of Whenuapai where it was dumped. On a clear calm night the chug-chug of the 'Vivid' could be heard across the water as she made her way up the harbour.

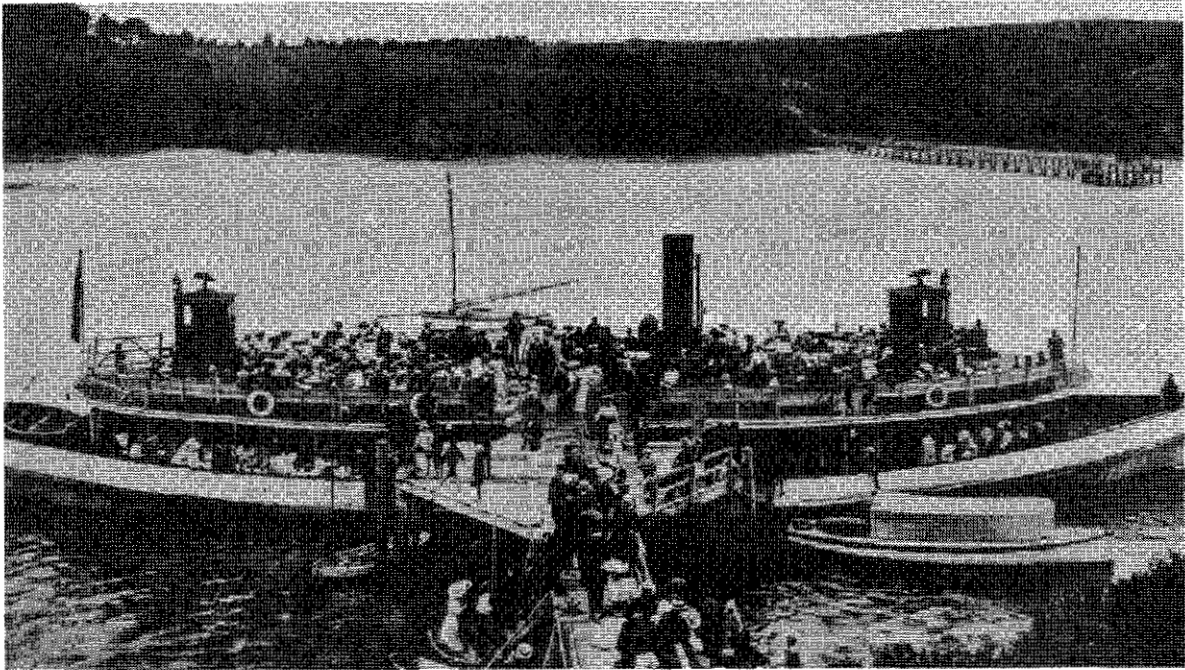
By 1908 however, a daily return workers' launch was commuting up the Waitemata. Leaving Riverhead at 7am, it would call at Brighams Creek, Riverlea, Paremoremo, Waimarie (Whenuapai), Pine Island (Herald Island), Greenhithe, Hobsonville, Birkdale, and Island Bay, then onto Auckland.

In 1910, to cope with the increase of fruit dispatched from Greenhithe, a cargo shed was built next to the waiting room on the wharf. The Bradney and Binns vessels which served these areas were 'Kaipatiki', 155 passengers, purchased in 1907, 'Onewa' purchased in 1910, and the 'Pitoitoti II' 250 passengers.



The launch Pitoitoti leaving the Greenhithe wharf on the right

The Albany-Lucas Creek run was, however, the object of many complaints. The creek was subject to tidal conditions and the departure and arrival times were very erratic. In 1911 the Auckland Harbour Board finally decided to deepen the channel. A lock had been suggested but this was turned down.



Paddle steamer 'Eagle' at Herald Island wharf with Greenhithe wharf in background. Photo taken from Auckland Weekly News 25 January 1906.

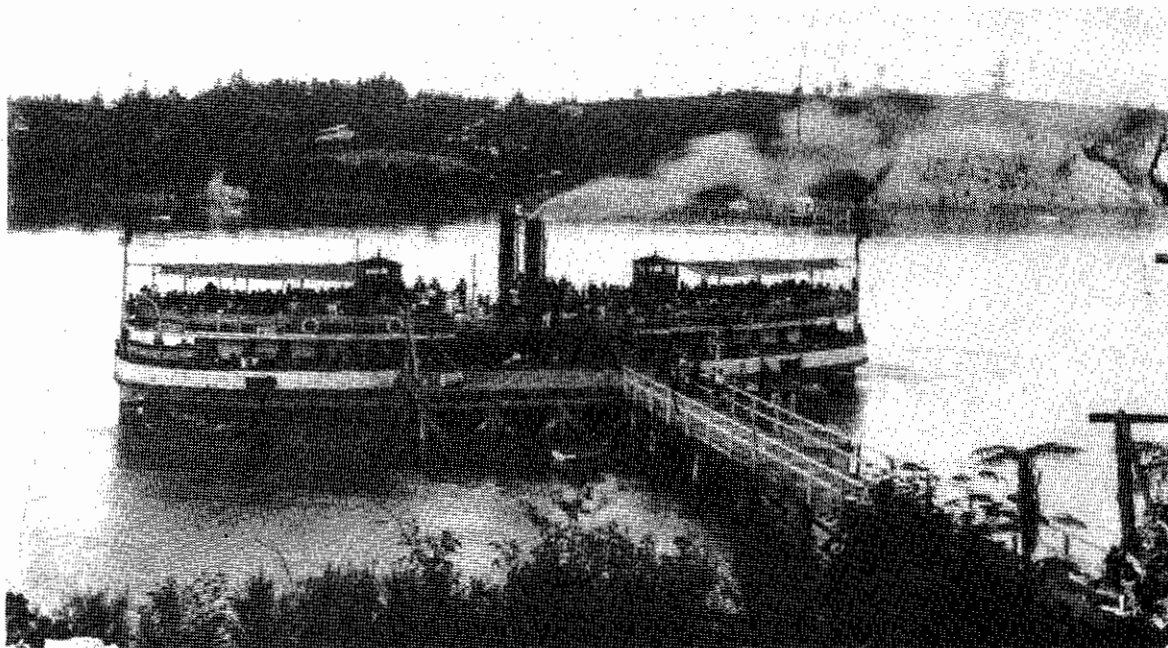
Acknowledgement: Auckland Public Library Photographic Collection.

Mr Thomas Hunter who had settled in Greenhithe in 1902, had in 1906 purchased a launch called the 'Regal I'. In this launch he and four of his seven sons travelled up to Auckland each day to their work. Many locals hitched a ride with them and it was suggested that a licence could be obtained to run a paying passenger service. In 1908 the first direct passenger service from Greenhithe was commenced, the launch leaving Greenhithe at 8am and returning from Auckland at 5.15pm. The trip cost 3/- (30c) return. The same year another launch was purchased called the 'Regal II' which was capable of 13 knots and could travel to Auckland in 30 minutes. The Hunter's base was situated at the lower end of their property fronting onto Lucas Creek. (End of Oscar Road). Because of the increased demands of passengers and the cartage of fruit and strawberries, a further launch was acquired. This launch, the 'Nimrod' was 35ft (10.7m) by 9ft (2.7m) and could carry approximately 40 passengers. As trade increased the Hunters replaced the 'Nimrod' with a 45ft (13.7m) by 11ft (3.4m) launch the 'Centaura' with a capacity of 80 to 100 passengers. Hunters' vessels by this time carried freight, produce and passengers from Riverhead and all wharfs south to Auckland. A great variety of freight was carried including timber and construction materials for bridges, fertilisers for farmers and on the return journey the launch would take on hay, milk and logs.

To add to their carrying capacity the Hunters obtained two old sailing cutters called the 'Teaser' and the 'Tay'. These were towed by 'Regal II'. Later a further launch, the 'Wharepapa', was purchased. The 'Wharepapa' was a shallow drafted tunnel-craft especially suitable for the Lucas Creek trade and could carry about 56 passengers. During the holidays and summer months, so great was the popularity of these harbour excursions that four return trips would often be made. In their heyday these launches carried up to 52,000 passengers a year and freight per trip averaged 150 to 200 cases of fruit plus cream and poultry.

Thomas Hunter and his sons were marvels at making their ships' engines perform and it was said by local residents that given a kerosene tin they could probably make it go with a bit of petrol. In 1927 Thomas Hunter withdrew his vessels from service since much of the river trade had decreased with the closing in 1923 of the paper mills at Riverhead and two of Mr Hunters' sons had been killed

in the war. Because of these factors, combined with replacement of the present vessels looming up, it was decided to discontinue the service.



Ferry 'Condor' at Herald Island Wharf. Greenhithe in the background.
Photo taken approximately 1928. Acknowledgement: Combes Collection

Bradney and Binn's ship the 'Kaipatiki' made its last trip from Riverhead in July, 1930 and the 'Pitoitoti II' was later sold in 1931. The 'Onewa' together with the 'Kaipatiki' were transferred to the Waiheke run. Bradney & Binns in 1934 became J H Bradney & Son Ltd.

In the 1920s with the subdivision of Pine Island (Herald Island) by the owners, the Devonport Steam Ferry Company, it became obvious that in order to sell these sections, a regular launch service to and from the island was required. Previously the Ferry Company's ferries had been making chartered picnic excursions up to the island. The first launches sponsored by the developers were the 'Wynona' and 'Whetu', owned by Foster and Potter. Later, with dwellings appearing on the island, a Mr Robert H Meynell, in approximately 1928, provided a service with his launches; the 14 ton 'Tawa' built 1928 and the 'Romance'. In 1931-32 Mr Meynell sold the 'Tawa' to John Pringle, who later also purchased the 'Romance'. When the regular Riverhead launch 'Wynona' was withdrawn from service, Mr Pringle took over a twice-weekly service to Riverhead. Pringle's launches were also used to tow logs down Lucas Creek from Albany. His main service however was between Hobsonville Air Force Base, Herald Island and Greenhithe.

In 1939 the goods and waiting shed on the Greenhithe Wharf was damaged by a gale, and as there was no longer requirement for a goods shed, the shed was replaced in September 1939 by a waiting shed, 10ft x 8ft (3m x 2.4m). With the opening up of the causeway from Herald Island to Whenuapai in 1957, the launch service suffered a fall-off in patronage and was forced to cease running. After Pringle's launches ceased calling, the only commercial use made of the Greenhithe Wharf was by the RNZAF which ran a launch service from Auckland to Hobsonville via Greenhithe where many RNZAF families had settled. However, pleasure craft still made use of the wharf and it still provided a popular swimming pier for the locals. Over the years the timbers began to fall into disrepair and it also suffered its share of vandalism. In 1958 the Auckland Harbour Board made an inspection and requested that a count be taken of persons

still making use of its facilities. The result was that approximately 15 persons were using it both morning and evenings and half of these were Services personnel. Following an inspection it was suggested that about £5000 (\$10,000) would be needed for temporary repairs which would only extend its life a further 4 to 5 years. To build a new wharf, probably not as long, would cost in the vicinity of £9000 (\$18,000) to build. It was decided that the only course open was demolition. The wharf was given a 3 year reprieve and a £50 (\$100) grant was made by the Birkenhead Riding of the Waitemata Council for temporary minor repairs. The Greenhithe Wharf was finally demolished in July, 1960 having served the area for 60 years.

The passing of the launches ended an era that held both pleasant and bad memories for many. The trip to Auckland was quick, faster than the buses which took over when the launches ceased. The trip on a fine morning was peaceful and restful. News of the day would be discussed, and passengers were able to meet and get to know their neighbours,



Greenhithe Wharf 1900-1960
Herald Island Wharf in background

and also those who lived in the other areas serviced by the launches. However, in the winter the trip could be rather terrifying, with gale force winds and huge waves battering the ships as they made their way up or down the harbour. In certain winds, difficulty was sometimes experienced in berthing at the wharves. Then there was the long walk up or down the uncovered wharf, battling through lashing winds and sea spray where umbrellas were of little use. The wharf, however, did provide a mooring place for many small pleasure craft, a place to swim and fish and a general meeting place for the local children and residents. Its demolition in 1960 also ended an era of Greenhithe's history.

A Trip by Launch from Auckland to Albany in those Early Days

Boarding the launch in Auckland you set out across the harbour towards the North Shore. The first point of interest passed was Shoal Bay, Stokes Point (Northcote) previously a fortified Maori village known as Orewa. It was here that the chieftain Heteraka Takapuna lived until the point was purchased by the Government in 1841. Past Little Shoal Bay, Birkenhead Wharf and on to Chelsea, known to the Maoris as Waiwaroa and locally referred to as Duck Creek before the creek was dammed when construction started on the Colonial Sugar Refinery in the early 1880s. William Bradney of Bradney and Binns also had his home here in the 1880s.

Next the tree-covered area of Kauri Point, once the home of the Maori chief Te Mana. The area was known as Te Maturae-a-mana, meaning Mana's Brow or Headland. Te Mana was the brother-in-law of the famous Maori chief Kiwi. Sir George Grey reserved the point as a defence area and it stayed that way until 1929 when it was vested to the Birkenhead Borough Council. In 1935 it became a Navy Armament depot.

Around Kauri Point and on past Soldiers Bay, and the first stopping place was in sight, Island Bay Wharf; then on to Birkdale Wharf. Sailing on past the mouth

of Hellyers Creek, (Maori name Oruamo - Meeting of the two waters), the high point of land known as 'The Devil's Back' looms up in front, 276ft (84m) above sea level. The name Hellyer is from a Mr Hellyer who purchased land in the 1840s.

Opposite The Devil's Back is the next port of call, Hobsonville, named after Governor Hobson who sailed up the Waitemata in 1840 looking for a site to establish a new capital. In the 1860s the area was the scene of large scale pottery works. The first to settle and establish a pottery manufacturing concern was Mr Rice Owen Clark. In approximately 1864, a Mr Joshua Carder was also manufacturing pottery. Other works also commenced on the shores of the harbour, but by 1929 most of them had either closed down or amalgamated. These works were to form the nucleus of the business known as Amalgamated Brick and Pipe Co, later to be known as Crown Lynn, and now part of Ceramco. In approximately 1925, 167 acres of land in Hobsonville was purchased for an airfield which was developed in 1928.

Humbug Point (Greenhithe) was next passed, this is the point on which Marae Road is situated. Humbug Point, so named for the sandbars around the promontory making it necessary for vessels to make a wide detour. This point, in the 1920s, was the scene of large scale dredging by Winstone Ltd, for sand, which resulted in the erosion of about 40ft (12.2m) of the headland and approximately 100 ft (30.5m) on the north-west side of the bay. This activity was brought to a halt by the Marine Department.

The next stopping place was Greenhithe. The waterway between the point of Herald Island and the Greenhithe coast is known as Wainoni (river bend). Wainoni was the name the postal authorities were to name Greenhithe in 1910.

Herald Island was previously known as Pine Island, the name Herald being officially given to the island in 1840 and the name reinstated by the New Zealand Geographical Board in 1950. It was named after Governor Hobson's ship the 'Herald'. The maori name is Pahiki.

The waters around Herald Island became the graveyard for many fine ships which had seen better days. Some of the ships to come to this last resting place were the barque 'Principe di Lucedio' built in 1876 and believed to be a Portugese slave trader, and the 'America', an oregon schooner built entirely of wood and sheathed with yellow metal over felt. Built in 1868 and of 1345 tons, she was built by Ruddock of St John, New Brunswick for the Quebec lumber trade. This ship was wrecked at Whangaroa and later used as a hulk for freight. She was grounded at Herald Island in 1908. The spars from this ship were salvaged by Charles Pitcher who used the timber to build a bridge on his property at Paremoremo.

Another ship was the 'Leon' of 593 tons which was wrecked and later converted to a hulk in 1903 and beached at Herald Island in 1908. Also beached was the 'Retriever', a former barquentine of 548 tons, built in Washington in 1881. The 'Retriever' was found abandoned in mid-Pacific on a voyage to Peru and when sighted was water-logged and dismasted except for the foremast. She was towed to Papaete and then on to Auckland. It is believed that the Captain and the Mate served sentences in America for purposely abandoning ship, most likely in order to collect the insurance. In Auckland, the 'Retriever' ended her days as a coal hulk for the Union Steamship Company and was beached at Herald Island around 1924. It is interesting to note that the 'Retriever' formed the basis of the 'Captain Ricks' stories by Peter B Kyne. In 1931 the 'Killarney' was beached. She was built at Blythe in 1869 and was later grounded off the coast. Her masts made of pitch-pine were salvaged by Mr & Mrs Cyril Jonkers who used the timbers to build an extension to their canning factory.

Onward through the mouth of Lucas Creek - also the dumping ground for unwanted wrecks right up to 1959. For many years the sternposts of the cutter 'Mary Ann' could be seen and in 1953 the wooden steamer 'Ruawai' was towed up and sunk just inside the entrance of the creek, and again in 1959 two of the Devonport Ferry Company's vehicular ferries, the 'Mollyhawk' and the 'Goshawk' were stripped, towed up and grounded.

Up Lucas Creek and on the right was the redstone headland known as the 'Hole in the Wall', an opening leading to a cave where the Hunters stored petrol for their launches. Over the years wind and tide have destroyed most of this landmark.



Past Picnic Point, popular landing place for many an outing. Then on the Paremoremo side, Barnabys Point and Thwaites landing.

Lucas Creek. Bay on right where the Hunters berthed their launches. 'Hole in Wall' far right.

Next, also on the Paremoremo side, a small cove known as Whisky Cove where once a successful whisky still operated, together with another further up the creek. Raw material for the stills was brought from Auckland in cutters which sailed up the creek to collect firewood, of which there was an abundance. The ingredients were hidden in the mangroves and the finished product hidden under the firewood on board the cutters. The whisky, on arrival in Auckland, would be unloaded at night and it was later sold to the settlers, many of whom would drink just about anything that had a kick in it. These stills operated for many years as the dense bush offered ample cover and defied discovery by Customs officers.

Sailing on past the twin tributaries of Te Wharau Creek which wind their way down to David Clark's property (Greenhithe). It was down one of these tributaries in 1893 that the timber for Greenhithe's first school was transported. Next, Walls Landing (Paremoremo), Schnapper Rock (Albany) where there was once a gum-diggers camp. 85 acres of this land was later purchased by the Waitemata Council for a crematorium. Then Coleman's Landing: Mr Coleman's property now forms the North Shore Golf Club.

Opposite Coleman's at Paremoremo was the large house known as Westhaven, in later years called Creek House, built by a Mr William Paul Featherstone. Mr Featherstone purchased the property, together with a small house, from a Mr Alexander Ferguson in 1885. Mr Ferguson and his family were very good friends of Mr Blyth and the two families spent many hours together. After purchasing this property, Mr Featherstone built the large house and surrounded it with all types of English trees: oaks, elms, ash, maple and others, many of which are still standing. With the completion of this house, Mr Featherstone then owned a town house in Devonport, a holiday house on Brown's Island, and a country house at Paremoremo. Mr Featherstone sold the house and property in 1901. From 1901 to 1950 Westhaven has had 11 different owners, two of these being Captain Reginald Moorhouse (1905-1920), then from 1927 to 1936 Jonathan William Coleman,

well-known Auckland tobacconist. The house was later destroyed by fire in the 1970s.

From Creek House the journey goes on past Inghams Bend and on to Albany Wharf, the final destination. With the gradual increase of road transport and the upgrading of the roads, water transport dwindled until it finally ceased, resulting in most of the wharves and landings falling into disrepair and subsequently disappearing.

ROADS AND THE PASSENGER TRANSPORT SERVICE

(To avoid confusion I have used road names as they appear today.)

Progress over the years within the Greenhithe area has always been slow, unlike many of the other areas on the North Shore. Even with the opening of the Harbour Bridge, development in Greenhithe did not greatly increase. The opening of the Upper Harbour Crossing in 1974 made many aware of Greenhithe, but building development was still slow. Many sections changed hands, and many new owners, instead of building, moved existing houses onto their land. This has given the area a mixed look of the old and the new adding further character and charm to the district. Greenhithe has remained as a rather unique little area, appearing to be cut off from the main stream of civilisation. Water transport was its first main form of communication with the outside world. Roads as we know them now had not been formed, being only bridle and walking tracks. Even when parts of Greenhithe were subdivided into sections, these sections were to sell very slowly and this was the case right up to the 1960s when road improvements were made.

The crown grant roads, (known as government roads) when the first settlers arrived were only clay tracks and used only by the occasional gumdiggers. At that time no bridges traversed the two main gullies or the streams that flowed in from Lucas Creek, making travelling by horses in the winter months a hazardous journey. Mr Henry Blyth appears to be the main agitator for improved road conditions in the late 1800s. Three years after Mr Blyth had settled in Greenhithe, the first wooden bridge was built, crossing over the larger of the two road gullies on Greenhithe Road, just below where Sunnyview Road is now. This bridge was known as Blyth's Bridge, as it bordered onto his property. With the building of this bridge it now meant that horses and sledges could now be used for transportation into and out of Greenhithe. Mr Blyth's letters throw some light on the conditions of the roads at the time.

1888 "Our road seems to have a fair prospect of being formed at last. The engineer was down for 2 days laying off the road and forming an estimate of costs, Monstedt's Hill is to be rounded and a perfectly level grade can be got there. It will be a step in advance when a cart can be got through easily".

(This was the portion of Upper Harbour Drive from the Main North Highway (Cut Hill) turn-off to the junction of Greenhithe Road.

A year later Mr Blyth appears to be dissatisfied with progress for in a further letter he writes:

1889 "We are still pegging away at the County Council about our road but as yet with no results. Our representative on the Council unfortunately has property along the main highway road which he is trying to develop at our expense".

As well as settlers finding the roads difficult, horses also found the going hard. In a further letter Mr Blyth gives an example:

5th September 1889 "I have just returned from town having ridden to Birkenhead on 'Blizzard'. It was dreadfully hard work to get along, we seem always to have the bad luck to get the most spiritless animals in the province. She wants a fire under her to get her to start and a skyrocket

tied to her tail to make her go. It took me more than 2 hours to get to Birkenhead this morning, a distance of only 9 miles (14km). I have determined to sell her soon and buy another, she is young too and well bred but as lifeless as a mummy. Jess, the smaller animal, we can scarcely ride at all in the winter. She simply skates along the muddy roads and tumbles down, or nearly so every few yards, so that we always wish one's life were heavily insured before starting".

In 1892, 53 acres of land was zoned for educational purposes. It then became necessary for a road to be made through this property as legal access to the new school. This road was to by-pass the original crown grant road, (still unformed). The new road is that part of Greenhithe Road which runs from the lower end of Orwell Crescent up to the junctions of Greenhithe Road and Upper Harbour Drive.

It was at the lower end of Orwell Crescent that the second bridge was built in order that access could be made over the Te Wharau Creek estuary, a tributary of Lucas Creek. This was known and spoken of as Clark's Bridge as it bordered onto Mr David Clark's property. With the building of the bridge and the school, this road became the main road into Greenhithe. Later in 1900 when the wharf was built, the name of Wharf Road was adopted. Being but a 10ft (3m) wide clay track through ti tree and bush, the road stayed this way until approximately 1912, when a start was made on upgrading it. Mr James MacKay, son-in-law of Mr David Clark, obtained the contract. As the two bridges had to be replaced, it was necessary to have the 3ft (.9m) concrete pipes shipped down from Auckland by barge. The pipes were then off-loaded onto the wharf and transported by horses and sledge to the bridge sites. The road was widened to 16ft (4.9m) but still remained unmetalled for many years.

CUT HILL The road from Birkenhead to Albany was also in its earlier days just a saddle track which wound its way over many hills and gullies, through ti tree and scrub and past through the rich gumfields of Cut Hill and Lucas Creek. A notable landmark was the Cut Hill Gum Store situated on the corner of Sunset Road, opposite the reservoir. The Cut Hill Gum Camp of up to 20 huts, was situated under the shelter of a large area of kauri trees and bush on the opposite side of the main highway, towards Hellyers Creek. The Cut Hill watershed and gully near the Greenhithe turnoff, was a major blockage for wheel traffic on their way to and from Albany. Horse riders and pack horses had to scramble up the steep slopes or take the rough clay track which wound its way around the hillside. This remained so until about 1885 when a breast cutting was made through the hill, the spoil being used to fill the large gully. This piece of road development was a gigantic undertaking as all work was tackled by a gang of navvies with picks, shovels and wheelbarrows. Horses and drays were also used and the final result was a 20ft (6m) wide cut through the hill. From then on a mile or two of road 16ft (4.9m) wide was formed and graded, allowing wheeled traffic to make their way northward. The road, even unmetalled, was to play a major part in the development of the area. It was not until about 1926 that a start was made on sealing the road from Birkenhead to Albany.

The Waitemata Council area was divided into smaller areas called Ridings, with a County Foreman in charge of all road maintenance, wharfs and bridges etc, Greenhithe being part of the Birkenhead Riding. In January 1918, Mr Thomas Ingham of Albany accepted the position of County Foreman for the Birkenhead Riding at 11/- (\$1.10) per day.

As all roads in Greenhithe were unmetalled and many only clay tracks, they became the subject of many complaints.

In 1919 the ratepayers of Greenhithe sent a deputation to Auckland to ask the council to have the main road to the wharf attended to before the winter came

on. A few of the side roads were also becoming increasingly important as they handled traffic from many of the orchards. Isobel Road in 1920 was proving dangerous for horses and carts loaded with fruit, and a request was made to the council for improvements. This year also saw the dedication of Churchouse Road. Previously only a small part of this road leading off Greenhithe Road was public, the balance being a right-of-way leading down to Lucas Creek. Mr Harold Widdison of Greenhithe had his tender accepted for the formation of the road. The Public Works estimate being £100 (\$200) Mr Widdison was also to work on the airfield runways at Hobsonville and Whenuapai when these were later developed.

A start was also made on upgrading and realigning the saddle track (now Upper Harbour Crossing) which wound its way along the ridge overlooking Hellyer's Creek. The Public Works estimate being £150 (\$300). This road was for many years referred to as Ridge Road, however the name was later changed to View Road, most likely because of its name duplication with Ridge Road in Paremoremo. View Road was also later to have its name changed because of duplication, to Upper Harbour Drive. In 1925 a special loan of £20,000 (\$40,000) was taken out by the Waitemata Council for improvement of roads in the Birkenhead Riding. This was the subject of a special rate of one and a quarter pence in the pound, (approximately 1c in the dollar) upon the rateable value of property in the County of Waitemata, with repayment over a 36 years. £1900 (\$3800) of this loan to be spent on Greenhithe (then Wharf) Road.

Over the following years general upkeep of the roads was carried out, with the occasional addition of metal where necessary. To provide metal for these roads, quarries were opened up on private properties. In reply to further complaints about road conditions in 1931 the Waitemata Council forwarded to the Ratepayers Association a detailed list of expenditure over the previous 12 months:

Greenhithe Cut Hill Road	£ 9.0.9 (\$18.08)
Greenhithe Roads	£ 4.14.0 (\$9.40)
Hunters Road (Roland)	19.6 (\$1.95)
Rame Road	£ 101.19.7 (\$203.96)
Ridge Road (Upper Harbour Drive)	£ 121.8.5 (\$203.96)
	<hr/>
	£ 238.2.3 (\$476.22)

The sum of £400 (\$800) had also been spent during the past two years in metalling Rame Road and Upper Harbour Drive. Also, during February and March, £360 (\$720) had been spent in the district under the unemployment scheme No.5, and a considerable sum had been spent since that date. The general rate collected in the Greenhithe area was only £84 (\$168).

Glenfield in 1925, although closer to civilization, also had its share of road troubles. One such complaint was received from a resident:

May 18th, 1925.

"The Waitemata Council"

"I would be grateful if you would send pound-keeper at once to clear cattle and horses off the roads from Pupuke Road to Glenfield. There are herds of cattle day and night and they lay down and block traffic and some of the roads are like bogs from cattle tramping night and day and on footpaths as well. One man on the Takapuna Road at Gooch's Corner runs a herd of 18 to 20 cows and a bull on the roads and my family are afraid to go up either our road (Domain Road or the main Albany road) at night time. These belong to a man named Wemiss and he does not live in a house, he rents a paddock and runs his cows on the road and defies everybody. Surely you can pound them as we can do nothing with them. Then my sisters run into a horse on Saturday night coming home and on the footpaths before she realised it kicked out and nearly kicked her in the head. Four and six horses run the roads daily and no one can do anything with them. There are no lights and

if people are going to be kicked by horses on the footpaths it is time you got notice and remember if later there is an action over this matter you have been duly notified. Why a Pound Keeper's salary could be easily paid out of the cattle running and making these roads and footpaths into a quagmire."

In 1936 applications were called to provide a public transport service for the school children of Standard 5 and 6 who were to be transferred to the Northcote Intermediate School. The contract was let to the Albany Bus Co. who also were to provide a limited passenger service. A request was then made that the Greenhithe Main Road be made a secondary road as there was now a bus service. This road as it was, was a Class 3 road.

Prior to this bus service, settlers in Greenhithe had only one regular means of transport, water. A not too regular bus service however, was carried on between Birkenhead via Cut Hill and Albany.

It was not until after the First World War that an effort was made to provide a regular bus service between Birkenhead and Albany. Mr Len Foley ran a Model T Ford bus with solid rubber tyres on the back wheels. Seats were arranged down each side and shelter from the weather was provided by hanging curtains made of canvas. As the service increased more buses were purchased. About 1928 Mr Russel Ingham of Albany also commenced a passenger service with two Hudson cars. Later these and others were taken over by the Birkenhead Bus Company.

Petitions signed by the residents appear to have flowed out of Greenhithe in never-ending streams. Most of these petitions concerned roads and transport services. In 1938 one such petition signed by 9 householders of lower Rame Road was forwarded to the council. It appeared that for over 12 years these unfortunate people had had to carry their goods and chattels down a 10ft (3m) wide clay track through the ti tree, as trucks were unable to get down the road.



Mr James Peachey, who grew grapes in two glasshouses, had lost half of his crop because the truck transporting them used his paddock instead of the road, causing the grapes to crack and bruise. The whole of Rame Road was later in the year reformed and metalled.

Mr Hanson of Greenhithe with his sledge transport on Rame Road. Photo taken approx. 1928

Motor transport in and out of the area was a risky undertaking and for those who owned cars or who were intending to pay a visit to the district, two items of equipment were necessary: a spade to dig your way out and an axe in order to cut ti tree from the road side for wheel grip. Some of the settlers would only use their cars during the summer months, preferring to patronise the launch services during the winter months. Later when the automobile became a common sight in the district, many pleas for help were made by drivers whose cars had become stuck. Local farmers were often called upon to haul cars out of the mud. Mr

Litchfield who lived in Tauhinu Road was often called upon to pull cars out of ditches with his team of horses. This situation was to last right up to 1959 when a start was made on the tarsealing of Upper Harbour Drive from Cut Hill.

In 1942 an application was made by the residents to the Albany Bus Co. for a bus shelter to be erected in the Greenhithe area. A donation of £2.2.0 (\$4.20) was made. A year later a further petition signed by 33 persons was forwarded to the Bus Co. requesting that a further bus shelter be erected on the corner of Greenhithe and Roland Roads.

Isobel Road, in 1943, was the butt of a complaint by Mr Caplin. It appears that Mr Caplin had leased his property to a timber Co for the removal of trees. The logging trucks had made ruts in the road up to 2ft (.6m) deep and tractors were being used to pull the loaded trucks down the road. Mr Caplin complained that he was unable to walk on the road, let alone drive a car and that he wanted the council to prosecute the truck owners for the damage done. Expenditure on Isobel Road from 1.4.43 to 31.3.44 was: grader hire £2.8.0 (\$4.80), 86yds metal £34.8.0 (\$68.80) labour £25.19.4 (\$51.94).

In 1945 Mr C W Inwards took over the Albany Bus Co. A year later a further petition signed by 34 persons was presented to the Bus Co. for the erection of a bus shelter on the corner of Rame and Greenhithe Roads. In 1947 the roads were so bad that the Greenhithe Ratepayers Association wrote to the council suggesting that a full-time roadman be employed, as all roads and footpaths were in a very poor state of repair and many of the side roads, frequently used, had not been metalled for at least 10 years and were almost unusable. Greenhithe Road and Upper Harbour Drive were in such a poor state of repair that the bus drivers considered them too dangerous for the safe carriage of passengers. On account of the danger to life, the drivers were considering not driving their buses into Greenhithe.

In November 1948, at a ratepayers meeting, it was decided that the name of Wharf Road (Greenhithe Road) be changed to Wainoni Road. However, as it is necessary for all residents of the road to give their consent to a name change, the alteration was not carried out. In 1949 Black's Road was surveyed as a public road. Back in 1935 this portion of road was granted to Mrs G Black by Mr Creig as a right-of-way over his land, in order that Mrs Black could have access to her 40 acre property. In 1950 a further petition signed by the 4 residents of Rata Road (Rahui Road), was forwarded to the council. Rata Road was the only road in Greenhithe not metalled and it was impossible to drive a car down the road. Trades-people had also refused to make deliveries. The council agreed to act on this petition. Austin Road also came in for its share of complaints. In 1952 trades-people were dubious about making deliveries as the road was in a dangerous condition and gorse was growing profusely between the ruts. Also in 1952 many of the roads in the district were suffering excessive wear through the haulage of large loads of logs from tree-felling.

In 1955 the Birkenhead Bus Co. informed the Ratepayers Association that if there was no improvement in the state of the roads, bus services would terminate at Cut Hill. It became a frightening journey in the winter-time and many a bus load of children would arrive late at the Intermediate School at Northcote. Timetables were upset and buses often missed connections at the Birkenhead Ferry Wharf. Drivers were also having difficulties in keeping their money in their tills. At the threat of losing their bus service, the Greenhithe residents, through the Ratepayers Association, went into action in order to persuade the council to tar seal the main road into Greenhithe.

A survey of Greenhithe Road and Upper Harbour Drive was made and photographs taken. The average width of the roads was 15ft (4.5m). From the Greenhithe Road and Upper Harbour Drive crossroads, down Greenhithe Road, along Tauhinu



Upper Harbour Drive prior to upgrading

Road and up Upper Harbour Drive to the crossroads again, there were 61 bends. A reporter from the Auckland Star was also invited to call and report on the road conditions. In July 1955 the Waitemata Council made application to the National Roads Board for financial assistance for the reconstruction and sealing of the main road to Greenhithe. In their application they mentioned that continual demands had been made by Greenhithe residents and also the Birkenhead Bus Co. for improvements to this road, which was badly shaped and required considerable work in the formation and widening before sealing could be attempted. The council also pointed out why the road was a necessity:

"The peculiar circumstance in connection with this area is that residential development in the village has, over the years grown up near the Wharf, which for many years provided the normal means of access. The advent of buses has caused the cessation of the water transport with the result that the poorly constructed access of some three miles (4.8Km), is now the only means of access."

The application for financial assistance was unsuccessful. A year later still no major works had been undertaken and the Ratepayers Association decided to forward a plea for action and help to Mr Norman King MP for the area. Mr King forwarded his recommendations on to the Hon W S Goosman, Minister of Works, with a request that every consideration be given to the declaration of main highway status to either Greenhithe Road or Upper Harbour Drive.

In 1956 Roland Road was also in a dangerous state due to the heavy moving traffic it had recently sustained in the building of the Air Force beacon at the end of the road. No metal had been placed on this portion of the road in the last 16 years. On the 20th and 21st of March 1957 the NZ Herald and Auckland Star carried the headline: "Road Dangerous. Closed To Buses". It appears that bus drivers had refused to take their buses into the Greenhithe area, due to the dangerous slips after the heavy rains. Two years later, after a four year battle by the Ratepayers Association, the council agreed to tarseal the



Upper Harbour Drive before upgrading

main road, but only if the Ratepayers of Greenhithe agreed to an extra roading rate being added to their main rates. 1959 saw the widening and straightening of the road from Cut Hill and tarsealing to the Greenhithe Road junction. The Cut Hill, State Highway corner into Greenhithe over the years had been the scene of many accidents, and in 1961 the Ratepayers Association, at its Annual General Meeting heard complaints from residents about the dangerous corner. A request was made to the council for a warning sign to be erected.

In 1959, with the opening of the Harbour Bridge, bus fares from Greenhithe to the city were 1s.6d (15c) single, 10 trip card £1.4.6 (\$2.45). Even with the top part of Upper Harbour Drive tarsealed, the other portion was still in a poor condition, and in 1961 the North Shore Bus Co, which had taken over from the Birkenhead Bus Co. a year earlier, was complaining about the state of the roads. Drivers were continually reporting fresh areas of pot-holes and two of the companies buses had recently broken springs. The council in 1961 advised the Ratepayers Association that they would be extending the tarseal, and at a meeting of the Ratepayers Association it was agreed to let the council decide which road it wanted to seal; Greenhithe Road or Upper Harbour Drive. Traffic tallies taken on the two routes from the crossroads were: lower road (Greenhithe Road) over 14 days averaged 239 vehicles a day; upper road (Upper Harbour Drive) over 14 days averaged 246 vehicles a day.

Report: "The lower route was 25 chains shorter and with a deviation involving a new culvert and earthworks would shorten the distance by a further 18 chains, eliminating 3 sharp bends and provide a much more direct route."

Part of Mr Dennis' property was then acquired and the new road cut through leaving the by-passed piece of Greenhithe Road to be renamed Orwell Crescent. It is of interest to note that the remains of the old vehicular ferries 'Mollyhawk' and 'Goshawk' are buried beneath the new road. In 1965 a council riding boundary change placed Greenhithe in the Albany Riding.

With easier access to the area, the sale of sections slowly increased and many requests were made to the council by section owners wishing to obtain access to their properties. In 1965 applications were received from section owners of Kowhai Road (Oratau Place) and parts of Outlook Road. These roads were still unformed. In reply to the section owners' request, the council agreed to open up the roads if section owners contributed 4/7th of the total estimated costs.

In 1966 the North Shore Transport Bus Co. service to Greenhithe was taken over once more by the Birkenhead Bus Co. These bus companies over the years had come in for their share of criticism and were the subject of many petitions. One such petition signed by over 150 residents, presented to the Transport Department in 1960, was against the lack of a regular passenger service in and out of the area. Other complaints over the years concerned fares, time tables, and the speeding of buses on the Greenhithe roads. Lack of population and road conditions had been the main cause of a limited passenger service.

In 1966, 7 owners of sections in Oscar Road contributed \$340 to the Waitemata Council in order to upgrade a clay track 6 chains long to the water's edge. This year also saw 13 section owners in Outlook Road contribute \$280 to have their road extended. It was council policy that section owners concerned pay 4/7th of the total estimated costs of the development. Over the next 6 years very few major road works were undertaken.

In 1972 land was acquired by the Waitemata Council for an access road to the proposed bridge from Greenhithe to Hobsonville. The first sod of earth was turned on the 17 October 1972 by the then Minister of Works, Mr Allen. The contract for the construction of the 1500 ft (455m) long bridge was let to Downer & Co. Ltd. Bulldozers and heavy earth moving machinery moved in and the peace of Greenhithe was shattered for many months by the sound of machinery

destroying native trees, ferns and grape vines. The house that the Websters had lived in, known as 'Knoll Knobbie', situated on the hill and overlooking the harbour, was demolished, the hill being used as fill for some of the gullies. Mr Eric Craig's house, known as the 'Manor House', was used by the works manager and administration staff as offices. On completion of the bridge the house was offered to the Ratepayers Association, but the offer was not taken up. The house became derelict and was pulled down in 1976.

Construction of the bridge started in November 1972 and was completed in October 1975. It was opened by the Minister of Works and Development, Mr Connelly, and the ceremony was attended by approximately 500 people, most of whom walked over the bridge after the official opening. The bridge is built over a 40ft (12.2m) navigation channel, cost approximately 3 million dollars to complete and has the capacity of carrying between 12,000 and 15,000 vehicles a day. While construction of the bridge had been progressing, the straightening, widening and tarsealing of Upper Harbour Drive was being carried out. On completion, the road became a County Road, excluding it as a rateable liability to the ratepayers of Greenhithe.

In 1972, upgrading, widening and tarsealing of Rame Road was commenced. In 1974, the first concrete footpath appeared in Greenhithe. 1974 also saw many road names changed because of duplications in other areas. Opposition to the name changes was expressed by some residents in Austin, Rata and Lower Wharf Roads. It was then discovered that Austin Road had been included by mistake. The proposal was that Lower Wharf and Rata become one named road; suggested name Rahui. The name was not viewed favourably by many of the residents and a petition with alternative names was presented to the Takapuna Council. However the name Rahui was adopted, which has various meanings, (made sacred, tapu). The main Wharf Road was renamed Greenhithe Road; Lower Austin Road, which does not link up with Austin Road, was renamed Remu Road (meaning lower end). Part of Craig Road was considered an extension of Marae Road, the balance renamed Koki Road (meaning bent or crooked). Kowhai Road became Oratau Place (meaning our). The lower end of View Road became Tauhinu Road (meaning scented shrub) and the balance became Upper Harbour Drive.

From 1974 further roads have been sealed and curbed and concrete footpaths provided. On the 1st August 1974, as a result of reorganisation of boundaries of the Waitemata County, Albany, Greenhithe and Glenfield became part of Takapuna City. From a population of 23,000 Takapuna then found it had a population of 60,000. From an area of 3,000 acres it increased to 22,000 acres of land.

The Greenhithe School

As the small band of settlers grew over the years so did the demands for extra facilities. The first of these was the establishment of a school.

Education for families of the North Shore in the mid 1800's was a luxury not all could afford to obtain. Many would travel miles on horseback or walk long distances for private tuition in one of the more centrally situated settlers homes. One of the first schools, if not the first on the Shore, was a missionary school at Shoal Bay, known as St Mary's, now St Joseph's, built in 1849. A further church school was built in 1855 at Flagstaff (Devonport). Charges were 1/- (10c) a week for infants and 1/3d (13c) for standards. In 1869 an amendment was passed to the Education Act empowering local highway boards to establish schools in their areas. The first school to be founded under this act on the Shore was at Devonport in 1870.

In 1876 the Waitemata County was formed, to include the whole of the North Shore area. However, in many of the original highway districts, the administration

of the area remained in their own hands. Many of these boards later became boroughs. Prior to 1877 the whole of the Shore was under one school district, but 1877 saw the formation of two school districts, the Lake Road District (Takapuna and Devonport) and the Stokes Point District (Northcote and Birkenhead). In 1878 land was donated for a school at Stokes Point. This is the land on which Northcote College now stands. The school changed its name from Stokes Point to Northcote in 1880.

A further roads board amendment in 1882 enabled an increase in the number of roads boards areas. Birkenhead, including Northcote and Greenhithe, was one new area. Two years later Northcote became a separate board and in 1886 the boundary of Birkenhead was established at Hellyers Creek separating it from Greenhithe. The Borough of Birkenhead was proclaimed in 1888 leaving the districts of Mayfield, Lucas Creek and surrounding areas in the Waitemata County. The Lucas Creek area included Greenhithe and a vast area of gum land north of Cut Hill. The first school to be established in this area, opened in 1876, was situated near the northern outlet of Lucas Creek. It is recorded that in 1878 Mr Thomas Forgham, who had purchased land in 1865 in what was later to be called Greenhithe, was Chairman for the Lucas Creek School District. The name of Albany was later given to the northern part of Lucas Creek in 1891.

Mayfield School was opened in 1890, but as there was another Mayfield in Canterbury, the name was later changed to Glenfield in 1912. In these earlier days the nearest schools were at Albany and Mayfield, both a distance of approximately six miles (9 km) from Greenhithe. Most of the children of the settlers were unable to attend these schools and the only learning that was undertaken was in their own homes.

In 1892, with the arrival of a further family of settlers in the area, namely Mr & Mrs Alfred Hewson and six school-age children, it was felt that a school was necessary in the district. It was a coincidence that a Mr James Muir, inspector of the Education Board, happened to be visiting the Hewsons in Greenhithe and the need for a school was mentioned to him. Acting on his advice, a petition for the setting up of a public school in Greenhithe was sent to the Education Board in April, 1892 from Messrs Hewson, Widdison and David Clark. There were at this time 21 children of school age living within a radius of three miles (5km) from the centre of the district. On Mr Muir's recommendation the board authorised a temporary school to start in Mr H J Blyth's house. Miss Laura Blyth, daughter of Mr Blyth, offered to teach the children. Miss Blyth had previously taught at the Albany School for approximately 6 months in 1883. The first class was held on the 25th July 1892 in a room measuring 9'6 x 14'6 (2.9m x 4.4m) with a roll of fourteen pupils. Five families were represented: Banbury, Clark, Hewson, Lee, and Widdison. The Lees were the children of Eliza and George Lee who purchased Pine Island (Herald Island) in 1890 and sold it to the Devonport Steam Ferry Company in 1897. Later the same year, the roll was further increased by six, comprising a further three children of Mr & Mrs Banbury and three children of the Monstedts. The Monstedt children had previously lived in Albany and were pupils of the Albany School. They enrolled at the new Greenhithe School but never attended, and they later attended the Glenfield School. Eleven boys and six girls ranging from five to fourteen years all crowded into a small room and all attended lessons each day. Miss Laura Blyth taught in this room until a permanent school was built in 1893 on a 53 acre educational reserve fronting Greenhithe Road.

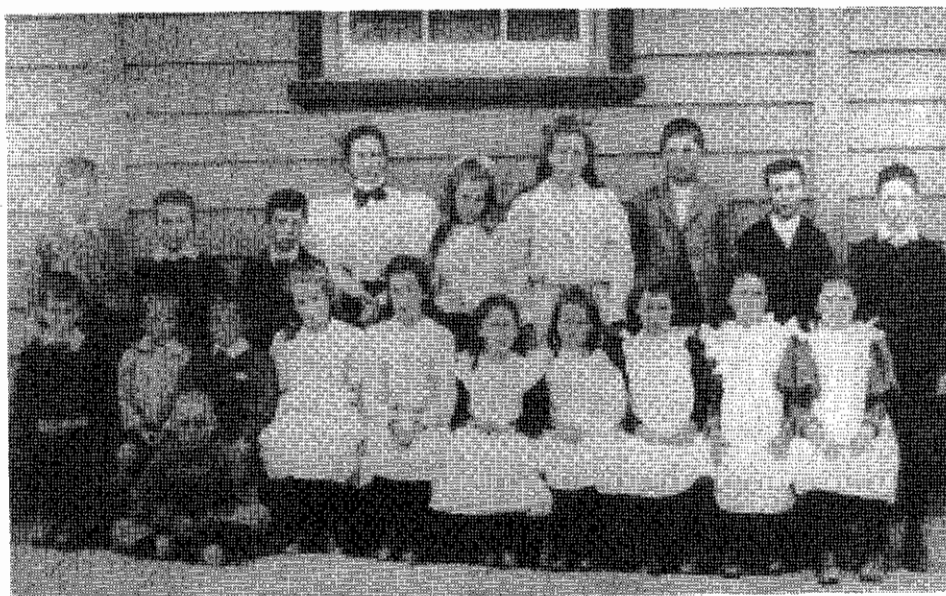
A contract for the building of the 513 sq ft (48 sq m) school was let on the 24th January 1893 to Mr Walter Hewson, brother of Alfred Hewson for £143 (\$286) plus £2 (\$4) for gates and posts. The question now arose of how to transport the building materials from Auckland to Greenhithe. As there were no formed roads, it was decided to convey all the materials on the scow 'Lady of the Lake'. Mr David Clark was the pilot, and as there was no wharf at Greenhithe

the scow was ferried up Lucas Creek and down the inlet known as Te Wharau, next to Mr Clark's property. This was the point nearest to the school site that could be reached by water transport. Now the hard work was to begin and all able-bodied men turned out to help. The bank of the creek was trimmed down to make it easier for the two horses to head-snigger the timber up onto the paddock. In the meantime a track had been made from the landing site to the construction site. This track took in several small gullies which had to be bridged. As soon as all the materials had been sledged to the site, Mr Hewson and some local men set to work to build Greenhithe's first permanent school. The official opening was performed by Miss Blyth, who carried on teaching there for about a year. Miss Blyth was then replaced by Miss E J Larritt, a qualified teacher from the Education Board, her father being at one time private secretary to Sir George Grey on Kawau Island.

In 1897, a Miss Martha Ann Newbegin was appointed as teacher. Her home was in Renuera but while she was teaching in Greenhithe she boarded with Mr & Mrs Hewson. Teachers in those days were expected to be able to ride horses and when the Greenhithe School was placed on a half-time basis, Miss Newbegin, (and those teachers who followed her for many years after) was expected to ride from Greenhithe to Deep

Creek (Long Bay) to take additional classes. Miss Newbegin rode a white horse and she was very popular and well respected by all her pupils. She left Greenhithe for a position at Mt Roskill, then to one at Weymouth. Her last school was at Northcote. To get to this school she would walk to the railway station at Newmarket to catch the train to Auckland, then by ferry to the Northcote wharf where a horse-drawn waggonette would take her to the Northcote School. She retired in approximately 1925 and died in 1935 in her 70s.

Greenhithe School Class Photograph
November 1900 Photo taken by George Redfern



Back row: Horace Hewson, Arthur Widdison, Arthur Redfern, Miss Newbegin, Sissy Cooper, Evelyn Hewson, Dave Clark, Bill Widdison, Johnny Monstedt.
Front row: Jimmy Cooper, Walter Hewson, Fred Redfern, Elsie Hewson, Joy Hewson, Grace Redfern, Winnie Cooper, Lena Clark, Lizzie Clark, Annie Clark, (boy in front not identified).

In approximately 1899-1900 a Mr John Mills was appointed. He was a very religious man who rode from Northcote to take classes. He was a strict and stern teacher. The difference between his type of teaching and that of Miss Newbegin was a great shock to the pupils and Mr Mills soon became very unpopular. One pupil even went as far as to give him a black eye for which he was later expelled. However, it was a very popular act with the rest of the pupils. It is thought that Mr Mills later went into the ministry. Between 1892 and 1900 there were fifty-five admissions to the school and from 1901 to 1910 a further forty-three admissions were made. Teachers during the above

periods were Miss Laura Blyth, Miss E J Larritt, Miss M A Newbegin, Mr John Mills, Mr W H Waddell, and Mr D A MacPherson.

The first school proved a great boon to the district, as now the settlers had a place in which to hold meetings, church services and dances. Arthur Widdison and Roland Hunter would often play the accordion at these dances and Mr MacKay, the headmaster in 1912, was much in demand with his violin. Percy Hills would often render a song. The school was used for many years as a community centre, but as it was situated a considerable distance away from the village the idea of a central Community Hall was considered. In 1914 the Greenhithe Hall was opened, and the school reverted to its sole function as a place of learning.

In those early days the school catered for pupils from Pine Island and Paremoremo. The children would either be rowed across or taken by launch by their parents. When the school first opened the children of Eliza and George Lee from Pine Island attended. Later, in 1914, there were two Pitcher children, Jim and Ethel and two Watt children, Frank and Brenda attending from Paremoremo. Later the children of George Graham and a maori family, also from Paremoremo, attended. Mr Pitcher and Mr Watt would take turns in rowing the children across from Paremoremo to the lower end of Rame Road. The children would make their way up to Mr & Mrs Peachey's house, from there they would set off with the Peachey children to walk the two miles (3 km) to the school. During the winter months this would take some doing, especially for some of the very small children, as the roads were mainly of clay and the going not easy. Often they would take a short cut to and from school which entailed crossing a gully on the way. This short cut later became part of Greenhithe Road when a formed road was made bypassing a large corner which is now Orwell Crescent. Hunter's launches later collected the children from the Paremoremo Wharf. This, however, was only for a short period. The Education Board then arranged with Bradney & Binns to collect the children and return them on their launches. The children would leave just after 7 o'clock and would not arrive back until well after 5 o'clock. Hunter's launches later took over the school contract from Bradney & Binns until a new school was opened at Paremoremo. Children from Pine Island, however, still used the launches to get to Greenhithe. The Graham children from Paremoremo were the sons and daughters of the well-known historian, George Graham, who had provided Mr Eric Craig of Tauhinu Park with the maori history of Greenhithe. A widower, he married for the second time in 1899, a maori woman called Te Wharetoroa and settled at a maori settlement at Paremoremo.

In the late 1800s, early 1900s, the school roll had declined to about seven children as many of the larger families had moved away from the district or the children had reached school-leaving age. As it was necessary for a school to have a minimum of nine pupils for the Education Board to supply a full-time teacher, and as Greenhithe had fallen below this number, it was decided to place the school on a half-time basis with Deep Creek, (Long Bay). Lessons would be taken on alternate Mondays at each school. Tuesday and Wednesday being Greenhithe's days and Thursday and Friday Deep Creek's. The Deep Creek school had been built in the same year as the Greenhithe one. In 1921, Deep Creek had increased its roll over the minimum and was placed on a full-time basis. A suggestion was made that Greenhithe go on a half-time basis with Paremoremo where a school had been opened in 1920 but this did not eventuate.

To sit the proficiency examination at Takapuna in the early 1900s, could be quite a journey. Pupils would set off by boat from the Greenhithe wharf in the morning, spend the day and stay the night in Auckland. In the morning, catch the ferry boat to Bayswater then the tram to Takapuna, sit the exam in the morning and then return by the same route catching the workers' launch that evening back home. The examination could also be held at Northcote. Even to get to Northcote in those days was a long affair. In 1910 a request was made

to the Education Board to appoint an examination centre in a more central position in order to cater for pupils from Long Bay, Greenhithe, Mayfield and Albany. The distance that had to be travelled was considered to be too tiring before an examination. The request, however, was refused. In the 1920s the examination could be sat at Hobsonville.

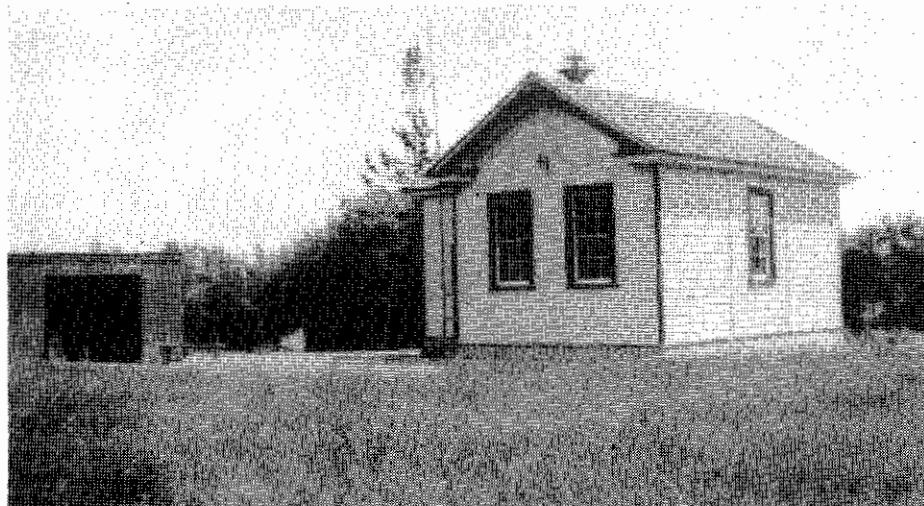
In June 1915, a petition signed by many of the parents was sent to the Education Board asking for the transfer of the school to the new Community Hall, as the hall was more ideally situated for the school children. In 1916 the families of Paremoremo were pushing for a school of their own; and in 1920 a school was opened in a room in the home of Mr & Mrs Jensen. The school started out with nine pupils (minimum for a full-time school) but fell below this number approximately six months later and was then placed on a half-time basis with Coatsville School. Later in 1941 the Education Board offered the Paremoremo families the then disused Coatsville School. This school was transported to its new site by voluntary labour. Pine Island pupils attended at Greenhithe until a school was opened on the island in September, 1949. The first teacher was Mr Smithyman. In 1950 the name was changed from Pine Island to Herald Island. By 1957 the school had a roll of thirty eight. In 1958 with the opening of the causeway from the island to Whenuapai the school was closed. The pupils now attend the Hobsonville School.

During those early years the schools of the surrounding areas were administered by a combined school committee in Albany. Pupils in the Albany School District in 1917 were Albany (43), Greenhithe (17), Long Bay (22), and Fernlea (10). (Fernlea, area north of Albany). In 1922, Mr Reginald Brett, the teacher, decided to travel overseas for a year. As there was no teacher to take his place the school closed down for a short period. A Mr Geoffrey De Montalk took over for a short period but then left. Mr De Montalk was pretender to the throne of Poland and went under the title of Count Geoffrey Wladislaw Vaile Potocki of Montalk. He was born in Auckland on the 6th October 1903, the eldest son of 12 children of Professor E Potocki De Montalk who was born in Paris and lived at Vallombrosa, a large house in Remuera. In 1927 Geoffrey De Montalk left New Zealand for England and claimed the throne of Poland in 1939 as Wladislaw V and also that of Hungary. He claimed these thrones through Elizabeth, sister of Louis the Great, King of both countries. He could also trace his ancestry back to the last hereditary King of Poland, Jan Kazimierz who abdicated in the late 17th century. In 1949 he settled in France, where he was, still living in 1980. After Mr De Montalk left a local resident, Mrs G Dillner, offered to teach the few remaining children until the Education Board appointed a further teacher. Mrs Dillner was allowed to carry on and was later appointed as permanent teacher. Mr Brett came back from his leave and taught again for a short period. His place was then taken by Miss Gwendolyn Armitage. By 1925 the roll had risen to 14.

Over the years further grievances were aired at committee meetings and more letters sent regarding the distance children had to travel to school and in 1925, after considerable agitation and badgering by parents, the Education Board finally agreed to purchase a further piece of land closer to the population growth. On the 9th September 1925, 3 acres were purchased from Mr Richard Eames for £40 (\$80) an acre. Tenders were called for the removal of the school and the successful applicant was a Mr Curlett, whose price was £160 (\$320), complete with drainage. In January 1926, the school was moved, and it is of interest to note that one of the sons of the builder of the original school, Mr Hewson, helped to move the building to its new site. While the school was being moved the pupils attended classes in the Community Hall. After the school was reassembled on its new site the hall committee donated to the school a ship's bell which had previously been given to them as a fire alarm by Mrs Cotton. This bell was from the steamer 'Tasmanian Maid' and was originally given to Captain Gibbons by the captain of that ship. Captain Gibbons later found out

that Captain Cotton had sailed in her and so gave it to him as a keepsake. A mention should also be made of the old school flagpole. This was donated to the school by Mr Thomas Hunter in approximately 1927 and was previously the mast of the cutter 'Tay', built in 1866 and originally owned by Mr David Sheehan, a well-known early settler of Riverhead. This flagpole served the school until about 1959 when it was considered dangerous and taken down.

In 1928 the school roll increased quite substantially when the Hobsonville Air Force Base was being built. Many of the workers resided in Greenhithe where accommodation was available. They would travel to work each morning by launch.



Greenhithe School Photo taken approximately 1928

As well as the usual school-work to be done, time was also allowed for the children to participate in cultural activities. An item of news appearing in the local newsletter of 12th May 1928:

"The pupils of the Greenhithe School rendered an excellent programme on Saturday evening at the Greenhithe Hall, under the direction of Misses Porter and Eyre. One of the best items of the evening was a dance scene, "Rendezvous" with little Ailsa Hunter and Dulcie Redfern as the Shepherdesses, and Joan Churchouse and Jacqueline Irwin as the Shepherds, with baby Norma Hunter as Cupid. Another much appreciated item was a violin solo by Vivien Irwin. Other items included a costume song and dance "Where Are You Going To?" by the boys and girls; a musical dialogue by Effie Churchouse and Harold Dillner, and an action song, "Cockles and Mussels", by the boys. The programme concluded with the crowning of the May Queen, Annie Collins and the dancing of the Maypole by the boys and girls. The parents and friends of children spent the rest of the evening in dancing."

School teachers between the years 1910-1930 were Mr Thomas MacKay, Miss Elizabeth Quinn, Mr Reginald Brett, Mr Geoffrey De Montalk, Mrs Gertrude Dillner, Miss Gwendolyn Armitage and Miss H Porter.

With the school on its new situation much landscaping had to be undertaken to provide suitable playing areas. It became the main task of school committees over the next years to raise money for ground improvements. As with most schools, many teachers were either strongly liked or disliked and it is recorded that in 1933 the parents circulated a petition around the district protesting at the transfer of Mr Ron Bush, the Head Teacher. However, he was replaced. The same year a concert was held to raise money for a wireless set for the school.

In 1933, Mr Claude Hill was appointed Head Teacher. He had previously been teaching at Dairy Flat School. Mr Hill recalls that it was really tough work teaching in his first year as the school was a sole-charge one and the numbers were high. All ages had to be catered for as well. In 1935 the Education Board recognized the need for extra help and appointed an assistant, Miss Molly McMahon. Mr Hill also recalls:

"Those were the days of the proficiency exam, and the first year I was at

Greenhithe, I had to transport the Standard 6 pupils to Hobsonville school. I think there were six sitting and we had to row, in a small dinghy, to the Hobsonville wharf. It was a rough passage and we were running late. We covered the two miles from the wharf to the school by alternately running and walking. The teacher in charge gave us five minutes to regain composure and to check the nibs of our pens etc. Fortunately, the walk back to the wharf was more leisurely, and our success in the exam was most gratifying. The following year, after much pleading, and, perhaps, a little bad language, I managed to persuade the mighty "Inspectorate" to allow me to conduct the exam myself, in the Greenhithe School."

He also mentions that:

"There were all sorts of incidents and feuds with parents, but a teacher had to take no sides and remain more neutral than the United Nations."

Mr Hill left Greenhithe in 1936 to take up an assistant position at Mt Eden School. He later retired as Headmaster of Ellerslie School. He may have been thinking of returning in Greenhithe as he purchased a one acre piece of land in Poland Road in 1948. This piece of land was later to become part of the War Memorial Park.

Greenhithe School Class 1932



Back Row: Joyce McClintock, Effie Churchouse, Muriel Hardy, Thelma Collins, Betty Wakely, Nellie Stewart.
Second Row: Whitworth Stewart, Les Hunter, Thomas Hunter, Lindsay McClintock, Thomas Widdison, Joan Dark, Roland Hunter, John Hardy, Ted Parris, Austin Blakeway.
Third Row: Bob Stewart, Les Parris, Trevor Dudley.
Fourth Row: Fred Meynal, Cyril Hendren, Allan Dark, Freda Collins, Margaret Stewart, Nola Hendren, Betty Parris, Shirley Corlett, Eileen Parris, Norma Hunter.
Front Row: Nolan Dudley, Douglas Hardy, Ian Watkins, John Hunter, Fred Dudley, Athol McClintock.

cups were purchased in the same year by the residents of Greenhithe in memory of Mrs C Cotton and Mrs J Peachey, to be presented to present pupils at the swimming sports. Mrs Cotton and Mrs Peachey had both played a great part in the development of the district.

In 1934 the School Committee forwarded a letter to the Education Board protesting at the proposal to raise the school starting age from 5 to 6 years. It was however, raised for a 3 year period. In this same year, for Arbour Day, Birkenhead School was visited by the Governor General, Lord Bledisloe. It was the first time a representative of the King had visited the area and 1,200 children from surrounding schools, including Greenhithe, attended the service. A weather vane was donated in 1934 and a donation of a silver cup was made to the school in 1935. This cup was given by Mr Earle Vaile, son of the well-known estate agent, Samuel Vaile and was to be presented as a prize to ex-pupils of the school at the swimming sports. Two further

By 1935 the school roll had risen to 45, all in one classroom, and in April 1936 the Education Board applied to the government for a grant of £526 (\$1052) for another classroom, but the proposal fell though as a decision was made in 1936 that Standard 5 and 6 pupils should attend the Northcote Intermediate School. Northcote had become an intermediate school in 1925 and was catering for pupils from Northcote, Birkenhead, Glenfield, Birkdale and Albany Schools. As there was no bus service in and out of Greenhithe, tenders were called for the

transport of pupils. The tender was taken up by the Albany Bus Company which would only collect pupils from Cut Hill. A few years later the bus company stipulated that if their buses were to travel into Greenhithe, the bus was to be both school and passenger service, one trip in the morning and one in the afternoon. This, then was the first time public road transport had come into the area. The first Greenhithe representatives to be appointed to the Northcote Intermediate School Board of Management were Mr Norman Hunter in 1937, followed by Mr Cyril Jonkers in 1938. Mr Jonkers represented Greenhithe until 1947 when the school became a college with a Board of Governors. The Board of Governors felt that they would like Mr Jonkers, who had served the school for so long, to be retained as Greenhithe's representative. He was then appointed as the Governor General's representative until his retirement in 1964.

1937 was the year in which King George VI was crowned. The school commemorated this day with the planting of trees in the school grounds. Each pupil was presented with a souvenir on Coronation Day.

Class Photo Taken in 1937



Back Row: Miss Blomfield, Laurence Colebrook, Barry McIntock, ---, Peter Jonkers, Frank Stewart, Billy Caplin, Jim Widdison, Mr Francis.
Second Row: Ted Tickle, Clinton Bowman, Dick Newey, Noeline Widdison, Clive Hutchings, Rodney Dennis, George Rodikal
Third Row: Valerie Wright, Rosemary Rose, Mollie Black, Lavinia Caddy, Doris Rose, Dawn Krissansen
Front Row: David Newey, Ken Dennis, Nick Rodikal, Jack Widdison.

In February 1936, Miss Blomfield was appointed assistant teacher. She was appointed to be assistant to Mr Claude Hill who left at the end of the school year. A Mr Francis was appointed temporary headmaster.

Recollection of her school days as told by Miss Blomfield:

"There was a green curtain across the middle of the room. It had a hole in it, but every time I looked across, the hole would be filled with a huge brown shining ball. It was Maria Rodikal, a Greek girl, paying more attention to me than to her teacher. When time came for noisy lessons, like singing and times tables I had to go outside and teach in the little tin shelter shed which had many holes in it, and in the winter the cold winds whistled through. I was always pleased to get back to my stove in the corner. The mothers used to send me soup and pies which would be heated up

ready for lunch. As board was hard to find, I travelled from my home in Herne Bay, leaving at 6.30 am, catching the first tram to the city, then boarding a launch which took the workers to Hobsonville. It was depression time. I was the only woman on board, and was shut down below with all the men out of the cold westerly winds. We would then disembark at the Greenhithe wharf. At night I had to wait till 5 pm to catch the launch back to Auckland, arriving home at 6.30 pm. What a day I had 12 hours and all for £7.10.0 (\$15) a month. The next year a large black car was put on from Birkenhead to Albany. I then caught the 7 am ferry to Birkenhead, then the car to the top of Cut Hill, and then walked over the rough loose metal to the school. The same was repeated going home. Things improved at the beginning of 1938, after much petitioning by the residents, a bus was put on from Birkenhead to Greenhithe, 3 days a week. Later, after I left, the bus was put on daily."

Miss Blomfield finishes up her letter by saying:

"I do remember they were lovely children to teach and I can honestly say, the nicest I ever taught".

Miss Blomfield left Greenhithe in 1938. 1937 was the year in which King George VI was crowned. The school commemorated this day with the planting of trees in the school grounds. Each pupil was presented with a souvenir on Coronation Day.

In 1940 the Second World War had begun and it was decided at a meeting that the School Committee would support and help in raising funds for farewell functions for the men going overseas. Between 1940 and 1953 further playing grounds were cleared and trees planted, footpaths laid and improvements made to the school building. All this was made possible by willing hands on the committees. 1953 saw the first large development of the school, a modern infant block and administration section were added, also a teacher's house was provided in Isobel Road. Up to 1954, five hundred children had passed through the school.

School teachers between the years 1930-1960 were:

Miss Greison, Mr Ron Bush, Mr Claude Hill, Miss Molly McMahon, (Assistant), Miss Blomfield (Assistant), Mrs Francis Pyle, Miss Fleming, Miss Barnes, Mr J G Woods, and Mr J E Gray

In 1961 it was decided to hold a school reunion. This proved a great success and was followed by a dance in the Community Hall. Over 200 attended this function. 1961 also saw the appointment of Mr Kevin Hoquard as headmaster. In 1967 a Dental Clinic was built. Previously pupils had to travel to Birkenhead where a clinic had been established in 1929. The following amounts were levied on other North Shore schools for the establishment of this clinic:

Birkenhead £40 (\$80), Northcote £35 (\$70), Birkdale £20 (\$40), Glenfield, Albany and Greenhithe £10 (\$20).

In 1971 a further school-room was completed at a cost of \$19,768. Up to 1971, 931 children had been enrolled at the school. That year also saw the purchase of extra land for playing fields. In 1975 the school commenced with a roll of 145 pupils and 5 teachers. A new school library was opened in 1977.

Over the years further school buildings have been built, and after many years of fund-raising enough finance was raised to build a swimming pool, which was officially opened by the MP for the district Mr Don McKinnon on the 27th March 1980. The pool was made available to the Greenhithe community.

1983 saw the retirement of Mr Kevin Hoquard after 21 years of service to the Greenhithe School. That year the school roll was 179 with Mr D R Harris as the new headmaster with 5 teachers.

HISTORY OF THE TASMANIAN MAID (Old School Bell)

The 'Tasmanian Maid' was one of the first paddle steamers in New Zealand. She was built by Richardson Duck and Co. of Stockton, Yorkshire for F A Ducroz of London in February, 1856. Her dimensions were: length 108'9" (33m), beam 15'7" (4.75m), depth 7'4" (2.2m). She was powered by two cylinder simple engines of 96 hp.

1857 Purchased by a Nelson steamship company for trade on the New Zealand coast.

1862 Wrecked and abandoned on the Wairau river bar - later salvaged.

1862-63 Purchased by Firth, Smith & Thornton, Millers of Auckland.

1863 Purchased by the New Zealand government, armed and armoured and renamed HMS 'Sandfly'. She took part in the blockade of the Firth of Thames and the Tauranga Campaign in the Maori Wars.

1865 Purchased by Samuel Cochrane of Auckland, (auctioneer). He renamed her with her original name of 'Tasmanian Maid'. Mr Cochrane traded her between Auckland and Wanganui once a week.

1866 Purchased by Captain William Souter. She was made more suitable for the West Coast bars. Each Christmas she made two or three trips to Onehunga for the purpose of taking on potatoes and cheese for the West Coast.

It was during one of these trips in 1868 that the steamer came to grief. Bad weather was encountered on this trip and the 'Tasmanian Maid' waited at New Plymouth for the ship 'Stormbird' which was following behind in order to refuel with some of the coal that the 'Stormbird' was carrying. On leaving New Plymouth, the 'Tasmanian Maid' decided to race the 'Stormbird' down the coast. However she struck the pinnacles of rock near the Sugar Loaves and sank in fifteen minutes. All passengers managed to get ashore by the life-boats from the 'Stormbird'. An effort was made to salvage the ship, and divers were employed to find her position. They secured all the silver, the chronometer and various other things of value including the ship's bell. The 'Tasmanian Maid' was worth £5000 (\$10000) without cargo. The wreck was later rediscovered and recorded in 1977.

How the ship's bell came to the Greenhithe School

The 'Tasmanian Maid' bell was later given to a Captain John Gibbons, (master mariner) who owned 38 acres opposite the school, in Isobel Road. Captain Gibbons later learnt that his son-in-law's father, Captain Charles Cotton, who also lived in Greenhithe, had sailed on the 'Tasmanian Maid' and gave the bell to him. The bell hung for many years on the verandah of the Cotton homestead, "Grey Oaks" in Rame Road, and was used to call the workers for their meals.

In about 1924-25 Captain Cotton's widow, Mrs Margaret Cotton, gave the bell to the Greenhithe Community Hall Club Committee to be erected on the hall as a fire alarm bell. This proved not a suitable arrangement as mischievous children kept ringing it, so with Mrs Cotton's permission the Hall Committee presented the bell to the School Committee when the school was moved to its present position in 1926.

The bell was used for many years to summon the children to their classroom. At one period, when the school was being painted, the painters decided to paint all over the bell. Later it was taken down and stored in a cupboard until 1974 when the School Committee voted to have it restored and suitably displayed.

It is of interest to note that one of the ship's owners, (1865-66) Samuel Cochrane, was also the owner of land in Greenhithe on which the present Greenhithe School is situated. (See write-up Crown Grant 79).

THE OLD SCHOOL BUILDING

With the building of new classrooms, the old school building was moved to another site on the school grounds. It served for a while as a temporary classroom, but its days were to be numbered, the education board was to put the building up for tender for removal or for demolition.

In March 1972, the writer contacted the board to see if the building could be kept on the school property for use as a library. The board advised that because of the size of the school grounds there was no room for the old building. (A few years later the education board purchased extra land). The writer was advised that if he could find a suitable piece of land on which the building could be situated the board would seek government approval to hand the building over. It was then suggested that the building would make a good library for the residents of Greenhithe. A half acre of land was offered by the Collins Family Trust, the family being in favour of a library, as the late Mr Frederick Collins was a great lover of books and the idea would have had his enthusiastic support. The writer made an approach to the Ratepayers Association for their help to negotiate the removal of the building and the transfer of land. The Waitemata Council, of which Greenhithe was then part, was asked for help in the removal of the building to its new site. The council then decided to acquire the balance of the Collins property of approximately four and a half acres.

After 4 years of negotiation by the Ratepayers Association, the old school building was finally moved by J Davern Ltd, to its new site in 1976, on what is now called Collins Park. A special Old School Building Committee was set up and fund-raising to restore the building was commenced. Working teams spent many many hours renovating and painting. A balcony was added, together with a toilet and kitchen. After 6 years of endeavour and hard work, and with a special grant of \$1500 from the Takapuna Council to complete the restoration, it was finally officially opened on the 3rd April 1982, by the Mayor of Takapuna, Mr Fred Thomas, 10 years after the first negotiations. The ceremony was also attended by Mr Don McKinnon, MP for the area, plus representatives of the Ratepayers Association and old identities.

The building is now in use as a Community Centre. It is the oldest school building on the North Shore.

The First School Roll

July 25th 1892

BANBURY, Flora

CLARK, David

HEWSON, Endima

HEWSON, Florence

HEWSON, Horace

HEWSON, Ivy Maud

HEWSON, Jas Charles

HEWSON, Sidney

LEE, Cecil

LEE, Elsie Eliza

MONSTEDT, Anna

MONSTEDT, John Alfred

MONSTEDT, Martha

WIDDISON, Arthur

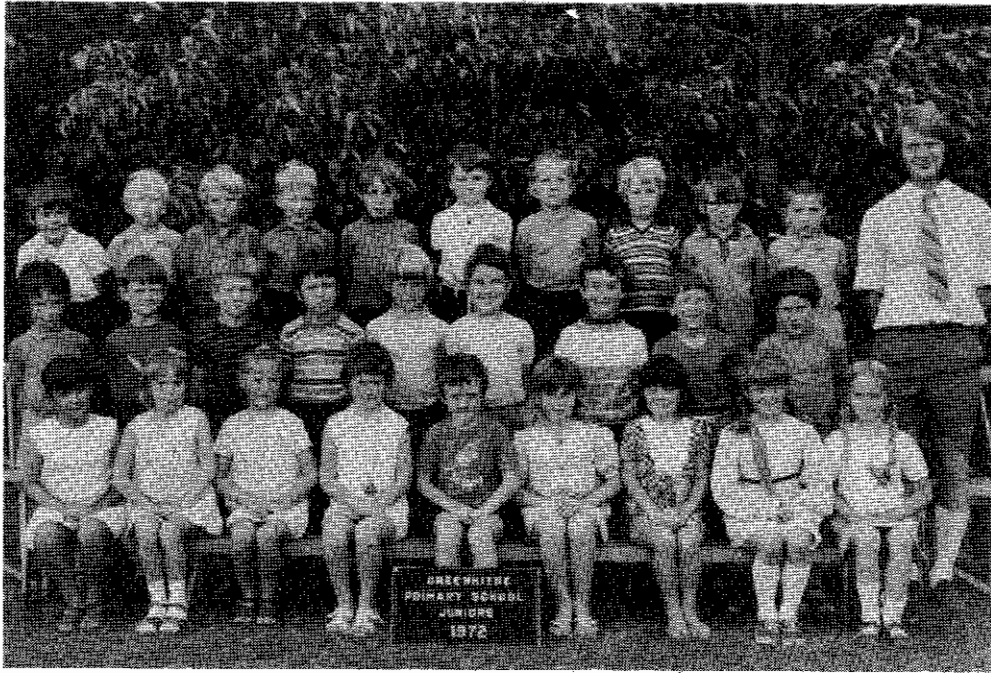
WIDDISON, Henry

WIDDISON, Thomas

WIDDISON, William



The last class of the Old School Building, 1972 - 80 years after
the first class held in Greenhithe.



Back Row: Nigel Brace, Michael McCarron, Shane Stephens, Grant Williams, Roger Strange, Shaun Brown, ---, Dickie Kaan, Warren King, Brian Janson

Middle Row: Steven Wilkinson, Kent Williams, Neil Sparkes, Grant Cameron, Dean Arthur, Simon Brown-Hayson, Alan Hopkins, Robert Salthouse, David Still.

Front Row: Adele Rayner, Colette Fisher, Vicki Pound, Tracey Curran, Stephen Daniel, Sara Cole, Toni Ambler, ---, Ellie Kaan.

Also on school roll that year: Mark Garwood, Keith Hallam, Anita Gude, Lorraine Lavin. Teacher, Mr Straw

RELIGION

As with most early settlements the churches have played a major part in the life of the community.

Presbyterian: Some of the first religious services in the early 1900s were taken by Rev Adams from the Northcote Presbyterian Circuit. Prior to 1914, Northcote was the circuit centre for the districts of Birkenhead, Birkdale, Mayfield (Glenfield), Albany and Greenhithe. In 1914 the Birkenhead Circuit, including all districts except Northcote, was formed. The Rev Adams would ride out on horseback and conduct services in the local school. However, this did not last long as the congregation dwindled, making his visit uneconomical and the services were discontinued. It is of interest that in 1910 the first wedding service to be held in Greenhithe was conducted by a Presbyterian Minister, the Rev Roby of Northcote. The marriage took place between Elizabeth (Lizzie) Clark, (daughter of Mr & Mrs David Clark), and James MacKay, and was held on the front verandah of Miss Clark's parents' house in Wharf Road, now Orwell Crescent.

Methodist: In 1907 at the Methodist Annual Conference in Christchurch, a resolution was passed by the Devonport Circuit that the circuit be divided as follows:

North Shore Circuit comprising: Devonport, Takapuna, and Sunnyview.

Birkenhead Circuit comprising: Birkenhead, Northcote, Mayfield (Glenfield), Birkdale, Albany.

Previously, all these areas were under the Devonport Circuit. In June 1909, the new Birkenhead Circuit began to look at the small populated area of Greenhithe,

and decided that services should be commenced there. The first services were held twice a month in the Community Hall, with the Rev Carr taking at least one service each month, the other being taken by alternative preachers. Mrs Alice Redfern was appointed Greenhithe's first Society Steward in 1910, and in the same year it was resolved at a meeting of church stewards that the minister's stipend should be £100 (\$200) per annum. It was also thought advisable to obtain church sites at Albany and Greenhithe before land values became too high. An inspection committee was appointed, however no sites were purchased, probably due to lack of funds as the circuit had its own teething troubles. It was not until January, 1956 that a section was purchased in Greenhithe Road next to where the firestation now is. The circuit was the proud possessor of a horse and gig in which the minister would ride from church to church to take services. It was a great worry and inconvenience to all when the horse became ill in 1913. Later, at a committee meeting, the minister stated that the circuit horse had been for several weeks at Takapuna in the hands of the veterinary surgeon and would probably be there another seven weeks. He requested that he should be provided with another horse as the visiting had been hindered for want of one. It must have been quite a shock to all when the minister reported 3 months later the drowning of the first horse while grazing in the veterinary surgeon's paddock at Takapuna. The surgeon had remitted his fees for attendance and it was not known whether he could be held liable for the value of the horse. It was moved that no further action be taken in the matter. A new horse was then purchased at the cost of £13.10.0 (\$27), complete with cover.

In 1914 the Greenhithe services were transferred to the new Community Hall, and it was decided that instead of fortnightly services, the services be reduced to one a month. Captain Charles Cotton was appointed as the new Society Steward to represent Greenhithe in 1916. Later, in 1919, a Sunday School was commenced by the Post Mistress, Mrs Annie Coulam, who requested that 2 dozen hymn books be supplied by the circuit. By 1921, the minister's stipend had increased to £250 (\$500) per annum. In 1925, with the popularity of the motor car, the committee carefully considered the question of purchasing one for the circuit's use. However, the opinion was that the cost of running a car would be too heavy a burden. It was then decided that the circuit gig be repaired and repainted at a cost not to exceed £10 (\$20). Four years later the circuit horse was sold for £2.10.0 (\$5), thus making way for the new era of the automobile.

1930 saw Mrs Hockenhull appointed as Society Steward for the Greenhithe area. On the 11th September, 1957, at a meeting held in the home of Mrs Hazel Moore, the Methodist Women's Fellowship was inaugurated. Fifteen members joined. Mrs Moore was appointed as the first president. Mrs Moore's house behind the hall had previously been Greenhithe's the first Post Office.

Church services were held regularly in the hall, up to 1975, when the Methodists amalgamated with the Anglicans as a co-operating parish and moved to the Anglican Church across the road from the hall.

Church of Christ: In 1926 Mr and Mrs George Coulam, who prior to their coming to Greenhithe, had attended the West Street Church of Christ, invited the minister to take services at Greenhithe. Regular monthly services were then started and the minister first came by launch, but later by car. By 1930, the numbers attending the Methodist services were increasing, and the Church of Christ were approached to forego 4 services per annum in favour of the Methodist Church. This was agreed to, and the third Sundays in April, June, August, and October were relinquished. Between the years 1940 and 1948, the Church of Christ's average attendance was 7 or 8 persons, and with the departure from the district of Mr and Mrs Coulam it was decided to discontinue services.

Anglican Church: In 1929 a letter was received by the Methodist minister from the Rev P C Davis, Anglican Vicar of Birkenhead, stating that Greenhithe had

been added to his parish and asked whether the Methodists would concede the Anglicans one afternoon service each month. A year later Anglican services were being held in the hall on the fourth Sunday of the month. Services were now rostered as follows: Methodist - 1st Sunday in month, Church of Christ - 3rd Sunday in month, Anglican - 4th Sunday in month.

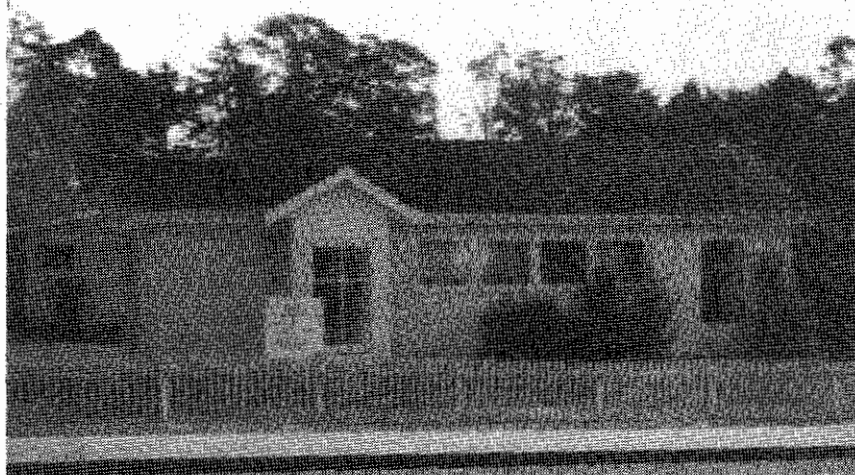
Prior to 1929, Greenhithe had been an orphan of the Takapuna Parish, and it was not until 1927, when Miss Marjorie Sexton, who had come to Greenhithe with her parents in 1921, approached her previous vicar, the Rev A V Venables of the Henderson Parish, with a request that he perform her marriage ceremony to Mr Cyril Jonkers, that it was discovered that Greenhithe was without a vicar. The Rev Venables then approached Archbishop Averill to obtain permission to hold services in Greenhithe. Permission was granted and he would set off on his bicycle from Henderson to Hobsonville wharf, then across by launch to Greenhithe. Services were held on a Tuesday evening in the hall, after which he would stay the night at Mrs Jonkers house and return to Henderson by boat next morning. On the 25th October 1928, the first confirmation service was held in the Greenhithe Hall by Archbishop Averill, who was so impressed with the response that he expressed the wish to conduct a communion service the following morning. The Tuesday night services continued until a reshuffle of parish boundaries took place in 1929, placing Greenhithe in the Birkenhead Parish. In 1939, Miss Bertha Hills donated a piece of land on the corner of Remu Road and Tauhinu Road for a church site. This site however, was not used when the new church was built in 1956.

Prior to the building of the new church, the church's building funds had been increasing, largely from bequests of parishioners and from donations by interested persons. In 1939 the building fund stood at £117 (\$234) and later in 1953, Mrs MacCallum donated £500 (\$1000) towards the new church, in memory of her parents, her husband and her sister.

On the death of Mr & Mrs Cyril Jonkers son, Peter, in 1954, Mr and Mrs Jonkers decided to put their son's savings towards the building of the church. Both Mrs MacCallum and Mrs Jonkers collected a number of voluntary donations from present and past residents of Greenhithe, and it was then decided by the church authorities to purchase the present church site from Mr Blakeway, on the 26th October 1955. After various propositions made regarding the building of the church had failed, Mr Jonkers decided to take out a contract to build the church with an iron roof and unpainted, if the vestry contributed £700 (\$1400) for the furnishings of the church. On Palm Sunday, 25th March 1956, Bishop Simpson, then Bishop of Auckland, laid the official foundation stone of the church of St Michael and All Angels.

Help in the building of the church came from the Methodists, Salvationists, Catholics, Seventh Day Adventists and many other non-Anglicans. The timber for the church was milled from trees cut from Mr & Mrs Jonkers property. Mr & Mrs Jonkers also donated timber for a Methodist Church, but the building of this church never eventuated. In February 1966, the church at Greenhithe, together with Glenfield and Albany, was granted permission to form

Greenhithe Co-operating Anglican and Methodist Church of St Michaels and All Angels



their own Parochial District of Glenfield. On the 7th February 1975, a co-operating agreement between the Anglican and Methodist Churches of Glenfield, Albany and Greenhithe was signed by the Rt Rev E A Gowing and the Chairman of the Auckland Methodist District, the Rev E T Grounds and the local church representatives: Rev Dr David Coles, Anglican, and Rev Roger Hey, Methodist.

Over the years other religions have held services spasmodically in Greenhithe either in the hall or in private homes.

Roman Catholics: The Roman Catholics first held services in the hall in 1960, but after a short time these were discontinued. Further services were again commenced in 1964, but these also were discontinued after about a year, as many of the Catholic families had moved away from the district. Services were then transferred to the Albany hall. In 1971, with the influx of a few more Catholic families in the area, services were again started, but after a few months were again discontinued. Greenhithe is part of the Northcote Catholic Parish.

THE POST OFFICE SERVICES

For those early settlers in the Lucas Creek area the only way in which to collect mail was to row up the harbour to Auckland. In 1854, a passenger service was started between Auckland and Stokes Point (Northcote) by a Mr John Reid. His boat was an open sailing rowboat capable of carrying 20 passengers. Many settlers and gumdiggers from Lucas Creek would walk the 10 miles (16km) in order to catch this boat. On the 14th October 1858, a post office was opened on Lucas Creek wharf (Albany), to cater for the growing population. Mail was delivered by a cutter up to the head of Lucas Creek and unloaded at the wharf. This wharf post office was later moved to the local hotel (The Wharfside Inn), and later still to a store. The first postmaster appointed was a Mr William Montgomery. He was followed by T Crago 1867, and William Stevenson 1868.

By 1871 there were 458 post offices in New Zealand, of which 188 were inland services. 92 were served by packhorse, 64 by horsedrawn coach or cart, 15 by water transport, 13 by foot, and 4 by railway. In 1883, a Mr James Dodd acquired a weekly mail contract to deliver mail by coach from Lucas Creek to Dairy Flat, The Wade (Silverdale) and Orewa. He was to be paid £300 (\$600) per year, a postmaster's salary in 1883 was £6 (\$12) per year. Mr Samuel Widdison who had settled in Greenhithe in 1864 and who owned a sailing cutter, may have acquired the first contract to deliver mail between Auckland and Lucas Creek (Albany). In 1886, the mail contract was taken over by a Captain Holden, who lived at Albany. Captain Holden was master of the 'SS Gleaner', and Mr Blyth often mentions in his letters about having to row out to catch the 'Gleaner' on its way up to Auckland. This contract appears to have been terminated in 1893.

The first postal recognition of the name Greenhithe was on the 15th September 1884, two years after Mr Blyth had named his property Greenhithe. Postal records show that the Greenhithe postal area was closed on the 9th January 1893, the year the Auckland-Albany contract ceased. Mr Blyth being recorded as Greenhithe's first postmaster. From the closure date all locals had to walk or ride the 5 miles (8 km) to Mr Freeman's house at Mayfield (Glenfield), to post or collect their mail.

In 1884, a further post office was opened at Birkenhead and soon after, an overland service was established between Birkenhead and Lucas Creek (Albany). These first deliveries were made by packhorse and rider through the ti tree tracks via Cut Hill. With the development of small pockets of settlers in outlying areas, the postal authorities established what were called Postal Bureaus. These were receiving stations and were mainly established in private homes or local stores. In April 1888, the Borough of Birkenhead was proclaimed.

Seven months later on the 23rd November, a Postal Bureau was opened to cater for the settlers of Mayfield outside the Birkenhead boundary. This bureau was situated in the home of Mr J Freeman, on the corner of Kaipatiki Road and was known as Freemans Post Office. The name of Mayfield was never given postal recognition as there was another small town with the same name in Canterbury. Over the years Freemans was to have four more postmasters and postmistresses: 1897 Mr A A Pearson; 1897 post office transferred to Mr J Marshall's home, corner of Manuka Road; 1905 post office again moved, this time to the home of Mrs Isabella Burnett, situated nearer to Birkenhead; 1910 Mrs Sarah Runciman is recorded as postmistress. All of these post offices still kept the name of Freemans.

On the 11th March 1912, the area known locally as Mayfield, and the post office known as Freemans, was officially given the name of Glenfield.

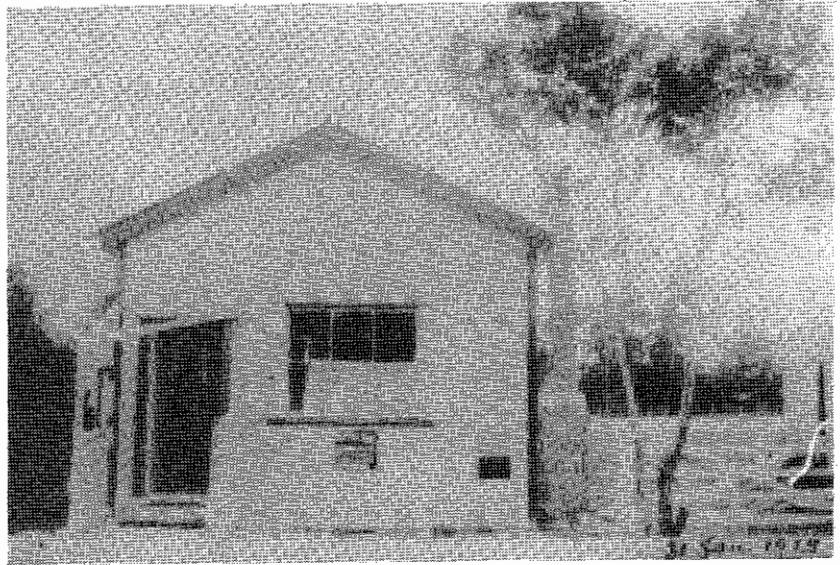
A well-known character in the Greenhithe district was a remittance man called Johnstone Sayers, and it became the habit of this gentleman to walk to Mayfield in order to collect the mail for the residents of Greenhithe. Being a shrewd man, he would make it a point to deliver the mail to each settler right on a meal time, so that he would be invited to stay and eat with them.

One of the first mail contracts from Birkenhead to Albany was let to a Mr Wheeler of Mayfield, later being taken over by Mr Tom Horton of Birkenhead. By this time, the road to Albany had been improved, and Mr Horton would often use a horse and trap for the odd passenger who wished to travel with him. Old Tom, as he was called, had two wooden stumps in place of his legs which had been amputated in an accident at a sawmill. After this accident, Tom had made himself a pair of wooden legs and fashioned leg sockets out of tin. He had a special pair of stirrups made and he became very well-known in the area as he rode about on his horse. After Tom gave up the contract, it was taken over by Billy Goodall who ran a two-horse waggon and a sulky.

In approximately 1905, Captain Cotton, who now owned Mr Blyth's property, arranged to have a private mail bag delivered twice a week by launch from Auckland to Greenhithe. Local residents who wished to use this bag for their own mail were quite welcome to do so. It was not until 1910 that the postal authorities, acting on requests from Greenhithe residents, decided to open a post office in the area. This post office was officially opened on the 2nd of December in a house situated behind where the present Community Hall. This house was built in approximately 1900 by Mr Richard Knagg, and was later purchased in 1906 by Captain Cotton. Captain Cotton's brother, Andrew, lived in this house and became the postmaster. As it was the practice of the postal authorities at that time to call all new post offices by a Maori name, Greenhithe's post office was given the local Maori name of Wainoni. This name did not prove very popular with the residents as it caused much confusion, in that Wainoni appeared on the post office and Greenhithe on the wharf. There was also another place called Wainoni in Christchurch. Greenhithe was, however, the name that most people considered to be the rightful name, and after much complaining, the Greenhithe Progressive Association managed to persuade the authorities to have the name of Greenhithe substituted in the place of Wainoni. The Wainoni Post Office was therefore closed on the 19th April 1915, and reopened as Greenhithe Post Office the next day. The mail for the district was loaded onto Hunters' launches in Auckland and off-loaded at the Greenhithe Wharf, where it was carried up the hill to the post office for sorting. Outgoing mail was later taken down to the wharf in readiness for the Bradney & Binns' launch to collect on its way back from Riverhead in the afternoon.

In 1917, Mrs Margaret Cotton, widow of Captain Cotton, sold her house in Rame Road to a Mr & Mrs Skitroft, who the same year opened a small store in the premises. This store fulfilled a much needed service in the district. Also

in this year it was decided that the post office should be incorporated with the store. This decision was mainly brought about by the fact that Andrew Cotton who was a cripple and getting on in years, found that the postal work was becoming too much for him. A year later in December 1918, Mr & Mrs Coulam moved into the house and store. In 1925 Mr & Mrs Coulam purchased 2 acres of land on the corner of Rame and Greenhithe Roads, and on this property they built a small wooden shop and post office fronting on to Greenhithe Road. This store was purchased in 1929 by Mr & Mrs John Blakeway, who in approximately 1934 had a larger and more modern store built on their 11 acre property further along Greenhithe Road. The new store (present Greenhithe store) was built by Tom Forrest, son of Tom Forrest an early Greenhithe settler. The old store was moved onto Mr & Mrs Blakeway's property.



Original Greenhithe Store and Post
Office 1926-1934 Photo taken 1928

On the 30th June 1924, the Albany telephone extension was opened, and by 1933 there were 11 Greenhithe residents on the party line system. Later, for the benefit of the residents, a telephone was installed in the store, but this proved to be rather awkward and a nuisance when the telephone was required outside normal trading hours. In 1947, a request was made by Greenhithe Ratepayers Association to the Chief Postmaster for a public call-box to be installed outside the store. Time and time again this request was refused, and it was not until a further 10 years had gone by that a call-box was finally installed in 1957, and this was only after the matter had been taken up at government level by approaching the local member of parliament. 1957 also saw approval by the Chief Postmaster for the installation of a stamp-vending machine. Money order and savings bank facilities had been in use since 1953.



Greenhithe Store, Post Office and Library
Mr Blakeway at petrol pump. Photo taken approx. 1937

In 1961, a petition containing 73 signatures was sent to the postal authorities requesting that Greenhithe be included in the Albany rural delivery number 4 service. Approval was given but the extension would take in only Greenhithe Road and Upper Harbour Drive. However, after a further request by residents of Rahui and Marae roads, it was decided to include these roads as well. The

delivery fee to be £1 (\$2) per year. (Present fee \$17, 1983). Mr Norman Thayer was the first pioneer of this service. He retired in 1966. In 1965, Greenhithe's automatic telephone exchange was opened, resulting in the district becoming a free-calling area, together with Albany and Paremoremo. Prior to this, all calls outside the area were subject to a toll charge.

In November 1974, the general store changed hands and the new owners decided to discontinue the post office operations, newspapers and deliveries of groceries. The postal authorities became very concerned and provided one of their staff to operate the post office until a suitable solution could be worked out.

In December 1974, they erected a caravan on private property further down the road from the store, to serve as a temporary post office until a suitable piece of land could be obtained. A section was later purchased next to the Community Hall and in 1976 a building was moved onto this section and the new post office was officially opened in November 1976. Mrs P Osborne being appointed postmistress.



Caravan Post Office 1974

The post office provides all services including private boxes.

In 1977 a transportable telephone exchange was erected on a section in Greenhithe Road. This increased the telephone lines available from 440 to 1000 subscribers. In April 1981 a further telephone exchange was installed, providing a better service for the Greenhithe and Paremoremo areas. STD dialling services also became available. At this time there were 600 permanent Greenhithe subscribers.



The New Post Office 1976

A rural delivery service is also still available to those who do not wish to collect their mail from the post office.

Postmasters & Postmistresses from 1884, the year Greenhithe was officially named, including appointment dates:

15 September 1884 to 9 January 1893, Henry James Blyth.

Between 1893 and 1910 no post office in Greenhithe.

Andrew Kerr Cotton - 2 December 1910 (Wainoni PO until 1915).

Mrs Catherine Skitrop - 1 October 1917.

Mrs Annie Coulam - 13 December 1918

Mrs Minna Louise Blakeway - 1 October 1929

Miss Jane Mathewson - 1 April 1939 (owner of store - Joseph Bradley)

David Wilson - 1 August 1939

Mrs Doris Isobel Findlay - 1 August 1944 (owner of store Horace Edward Salter)

Joseph Ronald Crowther - 1 May 1948

Frederick Karl Williams - 15 June 1970

Mrs Colleen Betty Brydon - 27 March 1973

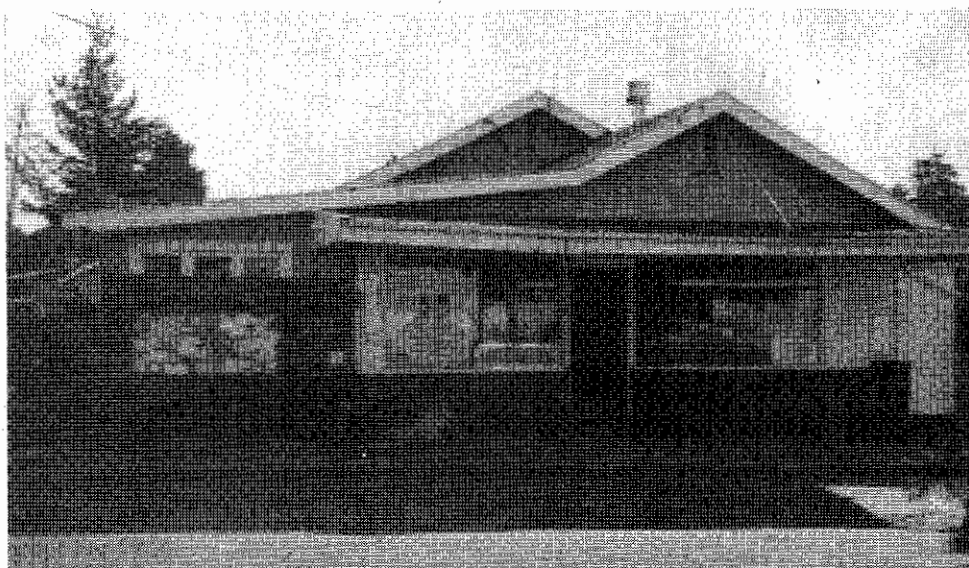
Mrs Philomena Bridget Ganley - 2 December 1974 (caravan non-classified status)

Mrs P R Osborne - 24 December 1976 (new post office)

Relief personnel: 15 August 1977 - 9 September 1977

Mrs S M Farmer - 12 September 1977

Mrs G M Hunter - 29 April 1981



Greenhithe Store Photo taken 1983

THE GREENHITHE COMMUNITY HALL

With the population and development of Greenhithe centering around the lower coastal area, many settlers felt the need for a more central place for meetings, other than the school which was over 1 miles (2 km) away. Not all were lucky enough to own a horse or sledge, and a long trek through the mud and clay up to the school was not an inviting prospect. Many meetings, other than dances, would be held in the homes of settlers. In 1913 at one of these meetings held at Mrs Cotton's house, now called 'Grey Oaks', a group of Greenhithe women mentioned that it would be quite an asset to Greenhithe if they could have their own hall, situated in a central position for the benefit of the community. The proposal was later mentioned to Captain Henry Cotton, who offered a piece of his land in front of the post office, which was behind the present hall. A building committee was formed comprising: Mr A Andrews (Chairman), Messrs Norman Hunter, John Churchouse, William Pitcher (Secretary), and Oscar Hunter (Treasurer). Captain Cotton's offer of a site for a hall was accepted. Mr Eric Craig of Tauhinu Park prepared and submitted plans of a hall measuring 40ft (12.2m) by 25ft (7.6m). These were accepted and the struggle to raise finance for a building fund then began. This was quite an ambitious project in those days as the population of Greenhithe did not exceed 70 persons.

The first fund-raising activity was a dance, held in the Albany hall. Businesses who had been supplying goods to the area were approached with a plea for a donation. Greenhithe and the surrounding areas were also canvassed for funds. On the 2nd July 1914, the Greenhithe Social Hall Club Incorporated was registered. Membership was open to any person residing in the district, membership fee being 1/- (10c) per annum. The section on which the hall was to be built, measuring 28.5 perches was then signed over to the Hall Club on the 28th July 1914. By this time £ 100 (\$200) was in the building fund, a large sum in those days and all collected in less than a year. Not wasting much time, the committee called tenders for the construction of the hall, the money so far collected to be used as the deposit. The successful tenderer was H E Manning and Co, their quote being £ 240 (\$480). A mortgage was then taken out with Mr Henry Manning for the balance of the amount.

Building was started, and as the day for the official opening drew near all hands were called on to give as much assistance as possible. As with most carefully laid plans, something always seems to go wrong, and the hall was no exception. The opening day was only a day or two off and the final clearing-up was in progress, sweeping, dusting, last minute painting and finally the floor to be cleaned; buckets of water were swished about and the men set to work to scrub it out. It must have been a shock and a disappointment to find that with the addition of water to the floor the boards began to swell and most of them became slightly warped. Mr Norman Hunter and Mr William Pitcher were at once on the scene and between them they hand-planed the whole of the floor, quite a large task. This floor became one that the residents were very proud of as it was made of jarrah, an Australian timber, much sought after for its hardness. The hall was later to obtain a reputation as having one of the best dance floors in Auckland. To protect the floor's surface, sawdust was laid over it while it was not in use. This practice was later discontinued. For the seating of patrons, wooden planks were nailed down each side of the walls. These served until chairs were purchased in approximately 1926. It must have been a proud day on the 17th October 1914, for all those residents of Greenhithe when their own Community Hall was officially opened by Mr Harris, the local member of parliament. The hall was for the use of all residents of Greenhithe and to be free of charge to all religious organizations.

The first Annual General Meeting was held in the hall on August 6th 1914. Those present were: J Peachey, R M Masefield, Miss Cooper, Captain and Mrs Cotton, Mr Moody, J Pitcher, C Pitcher, W Pitcher, Mrs Pitcher, C Hunter, Mr A H Andrews was elected chairman, Mr Norman Hunter hon. secretary. Later in the year, a piano was donated by Mrs Cooper and it was decided to hold the Club's first dance on December 31st. Tickets to be 4/- (40c) double and 3/- (30c) single, single ladies and spectators 1/- (10c). With the advent of the First World War in 1914, many of the local men left the district to go overseas, and it became increasingly difficult to find finance to keep the hall open as a paying proposition. The hall committee struggled along during those war years, but found the situation getting critical and at a General Meeting held on December 7 1918, two proposals were put forward:

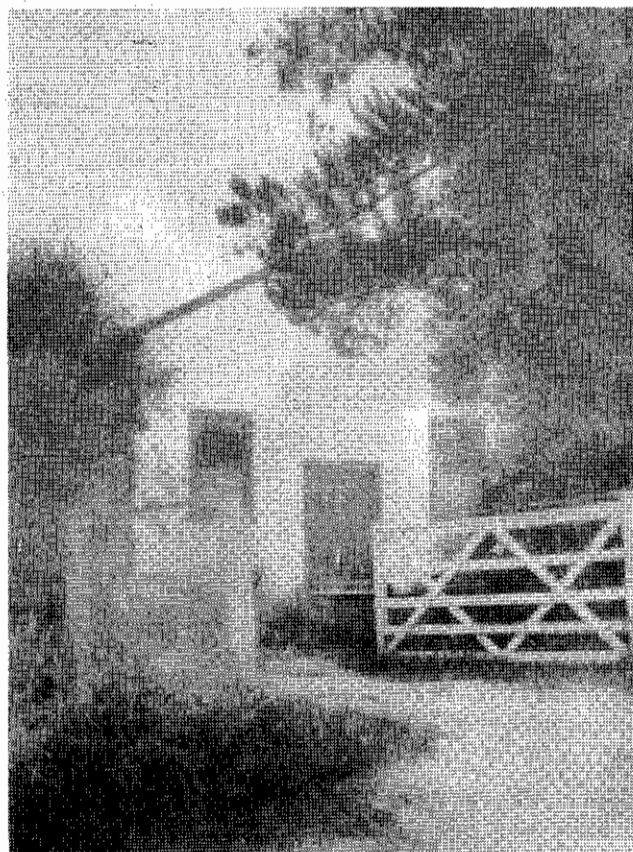
1. That the Club retain the hall.
2. That the guarantors be given power to sell the hall.

After many views were expressed and debated the two proposals were put to the vote. The majority vote was in favour of keeping the hall. Miss Annie Redfern, who had previously spoken out strongly in support of keeping the hall, was elected the new secretary. She at once threw herself into the task of raising finance. She canvassed the district and collected quite a large sum of money. A hearty vote of thanks was later given to Miss Redfern for her fine effort. It was then proposed that monthly socials be run and these were made up of games, musical items, cards etc. Dancing was not allowed until the latter part of the evening, when a limited number would be allowed to take part.

Miss A Redfern and Mrs Dillner were asked to arrange the programmes. In order to provide refreshments for patrons it was necessary to boil water in a copper which was outside in the open. Later, in 1920, the committee canvassed the district for contributions of tin and iron for the construction of a covered-in lean-to cookhouse. A tin chimney was also purchased for £1.5.0 (\$2.50). A fee of 2/- (20c) per night was paid to the person who attended the fire. 1920 was also the year of a Garden Fête and Bazaar with a dance to follow in the evening. Mr Thomas Hunter's launch was used to convey passengers from the surrounding areas to the fête and back. Miss Redfern and Mrs Peachey were given permission to use the hall on a Saturday afternoon. Miss Redfern taught the girls of the district rhythmic club swinging and Mrs Peachey taught ballroom dancing. The girls were requested to wear dry, light shoes when in the hall as a safeguard to the floor's surface. Miss Redfern had presented each girl with two beautifully carved clubs which she herself had personally carved. She later also presented to the Hall Club Committee two carved wooden shields in memory of those who had fallen in the First and Second World Wars. These were to be hung in the hall. The first piano had now become obsolete and a new one was purchased. A fancy dress dance was held to help pay off the balance owing and the piano case was sold for £1.5.0 (\$2.50). For her services as secretary to the club, Miss Annie Redfern was presented with a leather attache case.

In 1921 it was proposed that £50 (\$100) be paid off the amount owing on the hall, leaving £100 (\$200) to be raised by debentures. A ballot to take place every 3 months and the available money distributed to those drawn in the ballot. Over the next few years general improvements were carried out, together with the addition of a kitchen. The hall became a very popular meeting spot on a Saturday night, and Mr Thomas Hunter would often have to put on extra boats from Auckland to transport passengers to the dances. It became the social centre not only for Greenhithe, but for the surrounding areas as well. Even in those

days, problems in running dances were no exception. At a general committee meeting on the 17th February 1923, it was suggested that the nuisance caused by visiting yachtsmen be reported to the police. 1925 saw the raising of a further loan, this time by issuing further debentures. The loan was for the purchase of a player piano costing £100 (\$200) (A player piano is one in which punched paper rolls are inserted, and by working the foot pedals music is played). One of the most popular pieces played and danced to was the tune 'Valencia' which was played over and over and over again.



Greenhithe Community Hall
Photo taken approximately 1928

Secretaries of the Hall Committee up to 1930 were:

1913 - 1914	O Hunter
1914 - 1919	N Hunter
1919 - 1920	Miss A Redfern
1920 - 1921	Mrs G Dillner
1921 - 1922	R Barber
1922 - 1923	Mrs G Dillner
1923 - 1925	Miss A Redfern
1925 - 1927	Mr J Peachey
1927 - 1928	Mr C Jonkers
1928 - 1930	Miss A Redfern

In the early 1930s, the two front rooms of the hall were built. 1933 saw the formation of a Young Peoples Recreation Department. This club provided social activities for the teenagers of the district. Suggested activities included physical drill, lectures on Astronomy, demonstration of life-saving and the literary side was also to be catered for. A proposal was put forward that the Hall Committee purchase a book on ballroom etiquette in order that the younger people would know the right way to dance.

1935 saw the formation of a Boys and Girls Club and a Ping Pong Club. The screening of films once a fortnight in the hall during the summer months was also started. The 24th August 1936 saw the largest attendance of residents recorded at a Annual General Meeting. 30 financial members and several residents were present. Charges for hiring of the Hall were fixed at 10/- (\$1.00) a night to members and £1 (\$2) to non-members. The following year a further piano was purchased, this time an upright one. The player piano was used as a trade-in.

During the years of the 30s and 40s the hall played its part to the full. It became the mecca of many a yachtie on a Saturday night, as Pine Island (Herald Island) in those days was the finishing post for most of their races. In the evening they would all converge onto the Greenhithe Hall. Airforce men from Hobsonville also patronised these dances and the hall became one of the most popular places in Auckland. Many still talk about the great times they had at Greenhithe. Music for the dances was often provided by locals, but occasionally an orchestra was hired from Auckland, comprising of piano player, drums, saxophone and trumpet. To supplement this music, the Hall Committee in 1938 purchased a Columbia Kolster Panatrope (a twin speaker gramophone). Many of the social activities in the hall were arranged by Mr Charles Tait, Mr Thomas Harris and Mrs Sayers, mother of the late radio announcer, Rex Sayers. Mrs Sayers did not reside in Greenhithe, but Rex and his sister spent most of their weekends with their grandmother, Mrs Elliot in Rame Road. Rex would often be called on to sing, or take part in local productions. He was later to become a member of the Kiwi Concert Party during the Second World War. After the dances, on the return boat trip to Auckland, there was much singing by the passengers, and their voices could be heard echoing across the water. A typical Saturday night social and dance would usually comprise of the first half taken up with one or two plays or sketches, monologues, recitation and songs. Dancing would follow in the latter half of the evening. Often a fancy dress dance would be held, followed by a grand parade.

In 1938, Mr James Peachey was elected life member of the club. 1939 was the Silver Jubilee year. President, Captain T F Connelly, Secretary and Treasurer, Mrs J Blakeway, Committee: Mr C Jonkers, Mr F Cooper, Mr Freeman.

This year also saw Mr and Mrs Norman Hunter made life members of the club. With the start of the Second World War, the hall became the scene of many a farewell function for those going overseas. In 1946 Captain Connelly proposed that an Indoor Bowling Club be formed. A year later an approach was made to the Commanding Officer at Hobsonville for the loan of a film unit and a projectionist in order to once more show films in the hall, the previous film evenings had been discontinued many years previously. The profits of these fortnightly film evenings provided funds for sending food parcels to Britain. The film evenings ran for about a year and were then discontinued as the country was in the grip of the polio epidemic. However, by 1949 the epidemic was over and a Mr Strachan became projectionist. Films were shown regularly in the hall until 1963.

In 1948 it was decided to build a concrete wall and archway in front of the hall. This was to be a memorial to those who gave their lives in the 1914-18 and 1939-45 wars. Suitable name plaques were incorporated. By 1953 the hall was becoming too small for the needs of the community and it was decided to

purchase an alternative site in Roland Road. The Waitemata County Council advised that they were unlikely to be able to help the hall committee with finance to build a new hall. At a meeting held later it was put to the vote whether:

1. To decide whether to go ahead with a new hall, or
2. To extend the present hall and negotiate for a piece of land next to the hall site and to sell the Roland Road section.

The second motion was carried. An offer of timber was made, and an extra piece of land next to the hall was purchased. The section in Roland Road was sold and to raise further capital it was decided to sell floor space in the proposed new extension at 10/- (\$1) per square foot. 220 sq ft of hall space was sold, realizing £110 (\$220) towards the building funds. Many people in Greenhithe and many who have left the district have a personal stake in the Greenhithe Hall.

In 1958 it was decided to mortgage the hall to the Bank of New South Wales in order to obtain funds. In July of the same year representatives of all Greenhithe organizations were asked to form a sub-committee to organize entry into the North Shore Industries Fair Queen Carnival. A fair was organized, a float entered, and a Queen and two attendants chosen.



Greenhithe Community Hall

Photo taken 1983

This carnival raised £310 (\$620) towards the building fund. With the results of donations, the sale of floor space and fund-raising activities, together with the bank loan, it was found that approximately £1300 (\$2600) was available. It was then decided to make a start on the 40ft (12.2m) by 50ft (15.2m) extension. Nearly all able-bodied men and women in Greenhithe played his or her part in the building of the new hall extension, either by donations, voluntary labour or taking part in fund-raising activities. Plans were supplied free by a local architect and the construction was carried out by voluntary labour. On the 4th October 1958 the new extension was officially opened by Mr Norman King, local MP.

Over the years successive committees have struggled to keep the hall in good condition, in order to obtain the necessary licence to keep operating. More than once there have been serious discussions about selling or closing it down through lack of interest and finance. At one time a clothing manufacturer was interested in renting the premises. At these times Greenhithe residents have rallied around, mainly in the support of functions and dances etc, and the necessary funds were forthcoming. In 1968 the final repayment of the mortgage was made to the bank and the hall became debt free. On the 19th June 1973, the club's name was changed to the Greenhithe Community and Social Hall Club Inc, The previous constitution was altered so that: " in the event of the dissolution of the club, or the sale of any part of the estate, provided all the liabilities of the society have been duly discharged, the surplus assets of the society shall be deposited in a trust fund to be administered by the society's bank

manager, a lawyer and a resident of Greenhithe, preferably a Justice of the Peace. Such a trust fund shall be held until such time as it can be used for the social or cultural benefit of the community of Greenhithe."

1974 was the Hall Club's Diamond Jubilee, 60 years of providing a much-needed facility for the district. Those elected that year were: President, Mr R Martin, Vice-President Mr R King, Secretary, Mrs M Hollis, Treasurer, Mrs J Tresham. Committee: Mesdames E Canestri, M Dennis, M Hopkins, C Watt, P Arthur, G Robinson, P Wilkinson, Messrs M Barrett, J Rea, J Kenyon. 1981 saw a further improvement, a new stage being added. From a wishful dream in 1913 to reality in 1914, to its enlargement in 1958 the Greenhithe Hall stands as a memorial to the residents who devoted so much of their time and labour to provide an asset for the district.

THE PROGRESSIVE ASSOCIATION

In the 1920s a small group of settlers met in the Community Hall and formed themselves into an organization which they named the Greenhithe Progressive Association. The organization was formed mainly in order that essential needs of the district could be undertaken by an interested group in preference to one person having to struggle along by himself. One of their first combined actions was to look at ways to improve the roads and footpaths in the area. Roads were only sledge tracks and for those settlers who required footpaths it was a spade in your hand and out to your front boundary where you would set to work to clear a walking track. Metal was not to be had, and to try and stop that sinking feeling you get when you walk on wet clay, shells were scattered over the area. The shell was collected from shell banks behind Herald Island, shovelled into sacks and loaded onto barges which were in turn towed by Hunters' launches and unloaded at the wharf. The sacks were then sledged to where the shell was required. A lot of hard work went into this project and it was only made possible by the combined efforts of all concerned in the Progressive Association. Further improvements were undertaken over the years, and one of these was in 1928 in conjunction with the Women's Institute. A beautifying scheme for the track leading down to the wharf was carried out, many ornamental trees and bushes being planted down each side. It was through the far-sighted actions of this group of men and women that the acquisition of the Greenhithe Reserve, now known as the War Memorial Park, was made possible.

Development of the Greenhithe Reserve: On the 15th August 1929, a piece of land in Roland Road was dedicated as a recreational reserve. The 4 acres were purchased by the Waitemata County Council in trust for the ratepayers. This was the result of a petition in January 1928, in which in 75% of the ratepayers approved the purchase of the land from Messrs Cecil and Norman Hunter and Miss Ivy Hunter. A special rate was applied to the ratepayers of Greenhithe. The Council delegated their powers to a local committee for the administration of the park. A local control committee of trustees was set up, with Mr Charles Tate as chairman and Mr Cyril Jonkers as hon. secretary. As the area of land was covered in scrub and large trees it was resolved at a meeting in May 1931 that it be cleared in preparation for ploughing. This work to be done under the unemployment scheme of dole labour. By August the trees had been felled and made available for sale as firewood at 4/- (40c) to 5/- (50c) per ton. The larger trees of 6ft (1.8m) to 12ft (3.6m) in height, approximately 35 to 40 tons of it was sold for £2.10.0 (\$5) the lot to Mr W F Parrish of Greenhithe. In May 1932 a further request was made by the trustees to have the waste cut scrub burnt, this also to be undertaken by unemployed labour. Between 1932 and 1938 further requests were made for unemployed labour and also for voluntary labour from the residents of Greenhithe. On March 17th 1938, a meeting of the Greenhithe ratepayers was convened by the Waitemata County Council. Chairman was Mr Norman Hunter and Secretary, Mr S Dark. The meeting was held to discuss the control and improvement of the recreation reserve. A large turnout of

Greenhithe citizens attended and gave the speakers an attentive hearing. Mr Frederick Cooper moved that the control of the reserve be vested in the Greenhithe Progressive Association. An amendment was proposed by Mr Stanley Irwin that a new committee be appointed from the meeting, irrespective of membership of any other organisation. The new committee was: Birkenhead Riding member, ex-officio, Mr Littlejohn; Messrs G Lomas, S Dark, J E Blakeway, W C Caplin, R Dennis, H Widdison, A G Hockenhull, F W Cooper, F Rose and N Hunter. The new committee was to be known as the Greenhithe Recreation Reserve Committee. On April 9th 1938 with the co-operation of the School Committee and the Recreation Reserve Committee, a swimming carnival was held at the Greenhithe wharf to raise money for the reserve. In May 1938, Mr Dark resigned as secretary, due to pressure of work and Mr Hockenhull was appointed. By September 1938 one and a half acres of the reserve had been grassed and fencing was also under way. Between 1938 and 1947 there was very little development of the park and the ungrassed area reverted back to bush and pine trees. The grassed area was at times used for grazing. It was not until the establishment of the Greenhithe Ratepayers Association in 1947 that further serious thought was given to the park's development.

GREENHITHE RESIDENTS AND RATEPAYERS ASSOCIATION

In 1947 at a special meeting in the Greenhithe Hall, the association now known as the Greenhithe Ratepayers and Residents Association Incorporated was formed. This organisation was to supercede the Progressive Association. Its first membership stood at 35 persons. One year later the membership had risen to 100. In 1948 a start was made on the signposting of roads. As the AA and the Waitemata County Council were unable to help, the Ratepayers Association decided to do the work themselves, and volunteers were called for. In the same year a scheme for the laying out of the reserve to make provision for tennis courts, croquet green, basketball courts, football and cricket grounds, children's playground, bowling green, the erection of a pavilion and also the beautification of the grounds, was considered. Further matters to be considered were a library service and provision of a butcher. Also in 1947/48 there was concern about the pollution of the Waitemata Harbour and a combined Ratepayers Association meeting was called representing Paremoremo, Greenhithe, Albany, Whenuapai and Beachhaven. Pollution tests were later carried out in the Upper Waitemata Harbour. A meeting held in November 1948, decided to change the name of Wharf Road (now Greenhithe & Rahui Roads) to Wainoni Road. The application was refused by the Waitemata Council as all the residents were not in favour.

Queen Carnival: In 1949 a Queen Carnival was arranged as a way to raise funds for the development of the Greenhithe reserve. Three committees were set up: 1. Women's Institute Queen, 2. Junior Queen, 3. Sports Queen. A large programme was arranged which ran for 3 months, starting on Saturday 5th November. The programme included firework displays, sporting events, film evenings, dances and a ball, children's and adults' concerts, flower and vegetable show, bottle drive, aquatic sports, children's fancy dress. The final event was held on Saturday February 4th, with a concert in the evening and the crowning of the winning queen. Other ways used to raise funds were the collection of old rags, clean newspapers, an amateur photographers' competition, the sale of fish caught by local fishermen, a baby show and a fair. Many items were also offered for sale in the district: pine cones at 3/6 (35c) a sack, lemons were 2/- (20c) a dozen, also firewood and Christmas cards were for sale. Cake stalls and an Alluvial Gold Art Union were run. By the end of 1950 £700 (\$1400) had been raised for the development of the park. The population of the Greenhithe area was at that time approximately 300. The following year a further 1 acre of land was purchased next to the reserve, bringing the area to over 5 acres. In 1950 the name was changed to Greenhithe Sports Reserve.

With the end of the Second World War in 1945 the government in 1947 decided that it would subsidise pound for pound money raised for war memorial projects. It was decided by the Greenhithe residents that this would be too good an opportunity to let go, and it was agreed that the Greenhithe reserve be developed as a War Memorial Park in honour of those killed in the First and Second World Wars. 1955 saw the calling of tenders for the erection of memorial gates in front of the park. These gates were to incorporate the brass plaques which had previously been part of the memorial arch in front of the Community Hall. Those listed as having lost their lives in both wars are:

1914-1918

Pvt. R Hunter
Pvt. O Hunter
Cpl. F S Redfern
Pvt. G Pitcher
Pvt. J. Monstedt

1939-1945

L. Sgt. F G Redfern MD
Ft. Lt. W B Smaile RC
F.O. J G Lomax

Tenders were also called that year for the removal and milling of approximately 40 trees on the reserve and the sealing of the two tennis courts. November 1957 saw the official opening of the War Memorial Park by the Minister of Internal Affairs, Mr Smith. This climaxed a seven year period of fund-raising and hard work on the part of the people of Greenhithe. Approximately 250 people attended the 45 minute service. Mr G Newey, president of the Ratepayers Association, Mr W B Souter of the Waitemata County Council, and Mr N J King MP for Waitemata, also spoke at the opening. The dedication was performed by the Rev J E Hulme. The whole area was now grassed and two tennis courts were completed.

In 1959 the subsidy from government on voluntary labour for development of the reserve was £871.7.10 (\$1742.78). This year also saw a pavilion erected on the reserve and the provision of a children's playground. In 1963 the park toilets were completed. This may not seem important but the park could now be hired out for use by other clubs etc. In 1970 the Ratepayers Association transferred the administration of the park to the Waitemata Council. This meant that the council would maintain and improve the park. Local organizations who wished to develop the park could now apply for a council subsidy. Previously, all monies had to be raised by the local residents. The park is now administered by the Takapuna City Council.

As well as the development of the War Memorial Park, the Ratepayers Association had been involved in other matters associated with the betterment of the district. The improvements and the eventual tar-sealing of the main Greenhithe roads were mainly the result of the Ratepayers Associations actions. 1953 saw the installation of street lights in Churchouse Road, Upper Harbour Drive and Greenhithe Road. Many other lights have now been installed as traffic and population increase warrant them. In 1955 a further request was made to the Master Butchers Association for a butcher's shop in the area, but there is still no butchery in the area in 1984. Also in 1955 a letter was sent to the Royal New Zealand Air Force, complaining about the noise of aircraft over Greenhithe at night. As the Air Force must do a certain amount of night-flying in its training courses they could not altogether cease the night-flying activities and so a compromise was made that there would be no night-flying after 10.30 pm. In 1957 an application was made to the Waitemata County Council for a proposal to have the waterfront, where the wharf was situated, improved by reclamation. The total development comprising beach conveniences, bathing sheds and reclamation of foreshore to cost in the vicinity of £40,000 (\$80,000). Payment of this project was to be made by a special rate on the ratepayers of Greenhithe. However, because of the urgent need for a tar-sealed road into Greenhithe, the ratepayers decided that the special rate would be better applied to the road and the reclamation scheme was dropped. In 1973 the scheme was

again discussed, this time by the Waitemata Council.

In 1959 the opening of the Auckland harbour bridge brought an end to the vehicular ferry service to the North Shore. The Devonport Ferry Company sold its vehicular fleet. Two of these vessels, the 'Mollyhawk' and 'Goshawk' were purchased by a salvage and wrecking firm and were stripped of all movable parts. The hulks were then towed up the Waitemata Harbour and beached off the foreshore of Lucas Creek, Greenhithe. There they stayed, much to the annoyance of the citizens. A public meeting was held and letters sent to the Minister of Marine, the Auckland Harbour Board, the Waitemata County Council and the local member of parliament, requesting the removal of the hulks which were originally meant to be broken up for their steel. Promises to remove the hulks were received. These were never carried out and many more letters were sent out by the Ratepayers Association over the next year. In 1961 the Ratepayers Association was advised that the company owning the hulks had become defunct and it was suggested that they may be used as filling in a proposed shipyard extension. In April 1962, the Ministry of Works, in a newspaper report, stated that to remove the hulks would cost them £2000 (\$4000) each, and that they would find it difficult to recover the cost from the salvage firm. They were, however, considering a quote from a private contractor. Six months later the hulks were blown up and carted away. This had been a two and a half year battle for the Ratepayers Association. The pieces were used as fill when Greenhithe Road was straightened, resulting in a large bend being bypassed, now known as Orwell Crescent.

June 1960 saw the local newspaper, the 'Greenhithe News', published in Greenhithe. It was a monthly paper of only four pages, but it carried all the local news and many articles of interest. This paper continued monthly publication until approximately 1963, when lack of finance resulted in it being published only quarterly. It is now put out by the Ratepayers Association only to advertise special events or meetings of importance in the area.

In 1969 many Greenhithe residents were angered and upset at the extra increase in their rates. Greenhithe and Albany ratepayers felt that by striking a rate of 2.1c over the whole of the Kaukapakapa Riding, the council was in fact penalising Greenhithe and Albany, while letting other parts of the riding off lightly. Revaluation of properties by the Government Valuation Department showed up a gross disparity in the values of unimproved land between the north and south of the riding - that is between the increasingly urban fringe in the south and the farming areas. Representations to the Waitemata Council were of no avail and it was suggested in Greenhithe and Albany that the paying of rates be withheld until a positive assurance was obtained from the council that they would use the powers they had under the Counties Amendment No 2 Bill to establish differential rating areas across what was referred to as the 'Texas' Riding of Kaukapakapa, (Greenhithe and Albany being only a small part of this huge area). The provision in the Counties Act 1954 was originally permissive, ie councils may introduce differential ratings. Ratepayers representatives from Greenhithe and Albany had a number of meetings with ministers, notably a special meeting arranged in Auckland with the Minister of Local Government, Mr Norman King. These meetings were at last successful and resulted in the wording of the relevant clause being revised by the No 2 Amendment so that differential rating was mandatory, ie councils will introduce differential rating where substantial disparity in land values occurs in a riding. The change instigated in the Counties Amendment No 2 Act 1969 came into force 1 April 1970.

The Ratepayers Association plays an important part in Greenhithe, acting as a link between the residents and the city council.

COUNTRY WOMEN'S INSTITUTE

The Greenhithe Institute was the second in the Auckland province and the first for the North Shore and North Auckland. The first Institute was established in Hawkes Bay in 1921, and by 1925 there were six Institutes in New Zealand. The first Institute in the Auckland province was established in Swanson in October 1926.

How it all began: It all started one day when Mrs Stanley Irwin of Tauhinu Park was coming home in the launch from Auckland. To while away the time she battled with a crossword puzzle, a fellow traveller offered a clue to a particularly puzzling word and a conversation ensued. The stranger was Miss Jerome Spencer, who along with a Miss Norah Lewis, was making a tour of reconnaissance for the Country Women's Institutes. The result of their conversation was that Mrs Irwin became very interested in their ideas and she promised to convene a meeting of local women. On the morning of the 5th November 1926, Mrs Irwin stood on the Greenhithe wharf and waited for the arrival of Miss Spencer and her secretary Miss Maddever, together with Miss Lewis. They were coming with the object of forming a branch of the Institute with Mrs Irwin's help. Miss Spencer had previously visited Great Britain and while there had been intrigued with the new women's organisations that were spreading through England and Wales. At a meeting held in Mrs Peachey's home in Craig Road, (now part of Marae Road) on the 18 November 1926, the Greenhithe Womens' Institute was formed. Fourteen members enrolled. They were: Mesdames Irwin, Peachey, Coulam, Hockenhull, Tate, Churchouse, Arnold, Black, Sexton, Wakeley, Blakeway and Andrews, Misses Crozier and Armitage. Mrs Irwin was elected President and Mrs Tate Vice-president. The committee elected were Mesdames Peachey, Hockenhull, Churchouse, Coulam and Blakeway. Mrs Irwin later became the first chairwoman when the New Zealand Federation was formed.

Meetings were first held in members' homes and later the Community Hall. Competitions, demonstrations and lectures etc, were held regularly, providing fellowship and a much-needed social outlet in the district. Mrs Peachey owned a gramophone and records and she would often hold classical record afternoons which were very popular. This type of entertainment was quite a novelty at that time. The Institute took a keen interest in the area, as well as helping outside charitable organisations. In 1927, at a suggestion from the Institute to the Hospital Board, Miss Crozier was appointed in 1928 as District Nurse for the area. She held this position until she retired in 1937. In 1928 a letter was sent to the Progressive Association asking them to write to the Waitemata Council for a lecturer to come to Greenhithe to talk on local town planning. With the introduction of electricity into the area in November 1928, a demonstration of cooking on an electric stove was held in early 1929. A demonstrator from the Waitemata Power Board was the Institute's guest. The members watched while the demonstrator prepared and then cooked on a Moffat electric stove. After the demonstration the dishes prepared were served for afternoon tea.

In 1930 it was proposed that a remit for the Annual Conference be sent as follows:

"That the Greenhithe Institute members protest against the re-introduction of long skirts as being inartistic, unhealthy, uneconomic and that women's skirts be not more than three quarter."

Also in this year, Mrs Irwin toured throughout the country and opened six new Institutes. A Grand Rustic Fair was held in Tauhinu Park in 1931. This was a combined effort of the Greenhithe and Albany Institutes. The fair was opened by Mrs G Hutchinson, Mayoress of Auckland, and was attended by some 200 people. As well as refreshments, stalls, and side-shows, school children from Hobsonville gave a fine display of folk dancing, and there were many competitions. The guests arrived by launch, bus and car. Many wandered through the beautiful

bush while others climbed the heights over-looking the Hobsonville aerodrome and admired the extensive views of the Waitemata Harbour.

In 1934 the members agreed that each one present would plant a potato, the crop to be given to needy cases in the district. A letter was written to the Auckland Automobile Association suggesting that they put Greenhithe on their maps.

Formation of the Drama Club: This band of Institute actresses had great success at festivals and competitions. Mr and Mrs Tate were the founders of the club which benefitted from Mr Tate's previous experience with acting. Mrs Irwin and Mrs Tate wrote many plays and sketches which were acted out in the hall or in the outdoor amphitheatre at Tauhinu Park. These plays were often attended by sister Institutes of Hobsonville, Albany and Birkdale. After Mr & Mrs Tate left the district in the 1930s, Mrs Sexton took over the activities of the Drama Club. Picnics were very popular and were usually held in Mrs Coulam's garden ('Grey Oaks') or at Tauhinu Park. All monies collected from dances, plays and other functions were always donated to charitable organisations and worthy causes. The Hall Social Club benefitted quite substantially from money collected by the Institute, mainly for improvements.

The Institute instigated a Plunket scheme for Greenhithe in 1947. Initial funds to be raised were £ 35 (\$70) for scales and a measuring box.

A 'Paddys Market' was held in the hall on 17th May 1947, with a good attendance. Goods were quickly sold and a dance followed. Musicians being Mr Middleton and his companion with piano accordion and banjo-mandoline. Takings for the night were:

Door - £ 2.13.6 (\$5.35), Raffle - £ 1.17.0 (\$3.70), Goods - £ 12.2.11 (\$25.29)
Expenses: Fillings 7s 11d (79c), Hall - 10/- (\$1), Orchestra - 10/- (\$1),
Prize - 3s 6d (35c), Cakes etc - 13s 4d (\$1.34).

In 1947 a social afternoon was held to farewell Mrs Irwin who was leaving the district, having formed the Institute 20 years previously.

It has been the aim of the Institute over the years to help those in need, whether in the community or outside. Some of the areas where the Institute has played a part are: the Napier Earthquake Relief Fund, food parcels to Britain, clothes for the needy, the local hall, Plunket, school, and the Memorial Park.

The last major activity undertaken by the Institute was in 1950 when they sponsored a Queen in the Queen Carnival held in Greenhithe and they raised £ 250 (\$500) for the hall extension fund. The Institute still provides fellowship for women of the district and new members are always welcome. From small beginnings in a quiet Canadian village called Stoney Ridge the Institute has spread throughout the world, and is today regarded as being one of the world's greatest movements.

As the population increased, so too did the establishment of other community and sporting organisations.

Womens Fellowship: Established 1957

Greenhithe Plunket: Mothers who wished to use the Plunket Society service prior to 1945 had to travel to Auckland by launch, then up to the Plunket Headquarters in Symond Street. Later, Plunket rooms were opened in Birkenhead, which shortened the travelling time. In 1946 Sister Strayer would make an unofficial call to Greenhithe after her rounds in Albany.

On February 2nd 1952 a meeting of Greenhithe mothers decided to form a sub-branch of the Helensville Plunket Society. The nurse would have to travel one day each month from Helensville, via Hobsonville, arriving at the Greenhithe wharf by launch. There she would be met and transported together with her scales and equipment up to the Community Hall.

In 1958 it was decided that Greenhithe would become part of the Takapuna Branch, in an effort to cut down the nurse's travelling expenses. Sister Strayer was to be the Plunket Nurse for Greenhithe for the next 18 years until her departure in 1976.

Play Centre: Established 1968. Sessions were first held in the Community Hall until the Birkenhead City Council offered the Play Centre Committee a house in Birkenhead for removal. The house was relocated onto Collins Park in January 1976. With voluntary labour from parents, the building was renovated and was officially opened in 1977. The first session in the new building was held on 7th February 1978.

Tauhinu Sea Scout Groups: Sea Scouts established 1955 caters for boys from the ages 6 to 19. Keas - boys 6 to 8, Cubs - boys 8 to 11, Scouts - boys 11 to 16, Venturers - boys 16 to 19.

Tauhinu Brownies & Guides: A Brownie and Guide pack, known as Tauhinu Company, caters for girls. Brownies ages 7 to 10, Guides ages 10 to 14.

Tennis Club: Present club established 1960. Tennis, however, had been a part of Greenhithe since 1926 when Mr & Mrs Stanley Irwin (1926-1947) of Tauhinu Park allowed club members to use their private tennis courts and facilities. In the 1950s, tennis courts were constructed on the present War Memorial Park.

Indoor Bowling Club: Established 1946. Pony Club: Established 1973.

Soccer Club: Established 1976. Subsequently many other organisations have been established.

Volunteer Fire Brigade: Prior to the setting up of a volunteer Fire Brigade in Greenhithe, residents had to rally round to fight any local fires. It was after a large scrub fire at the rear of Mr Douglas Hardy's and Corporal W McKubrie's land that these two gentlemen called a public meeting in the local hall to discuss the serious situation regarding a lack of firefighting organisation and equipment in Greenhithe.

It was from the meeting on 30th January 1957, that a decision was taken to form a volunteer fire brigade. Those volunteering then decided to conduct a house to house



First Volunteer Fire Brigade 1957
Back row: Darly Fowlds, Bob Grubner, Clive Hutchings, Bernie Moore, Merv Bradburn, Trevor McKubrie
Front row: Murray Masefield, Doug Hardie, Con Watson, Bill Robertson.

canvass for funds. The result was £ 100 (\$200) which was spent on the purchase of portable fire fighting pump. A 500 gallon (2250 litre) used petrol storage tank for carrying water was donated and a siren was obtained from the Hobsonville Airforce Base. To carry the equipment, an old Reo truck was acquired.

On 1st April 1958 the brigade, with a staff of nine men, became part of the North Shore Fire Brigade.

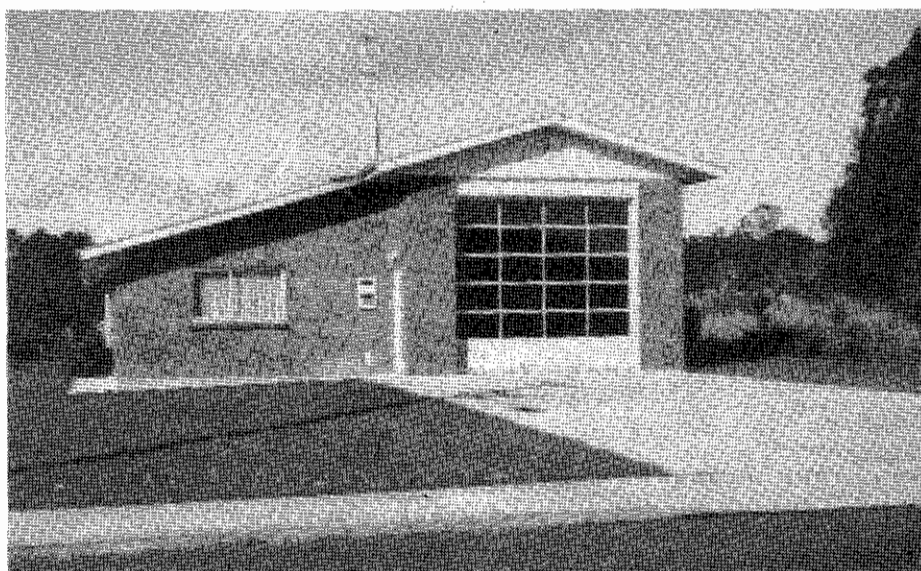
The fire engine was housed in the local garage owned by Mr William Robinson, while construction of a suitable building to house the fire brigade was commenced on a section opposite the garage, also owned by Mr Robinson.

On the 4th June 1958 the North Shore Fire Board purchased the section and completed the construction of the Fire Station. The Reo truck was replaced by a 1932 Dennis Fire Engine which had previously been at Northcote, and which was the first fire engine on the North Shore.

Other engines followed. A Ford V8 (an ex fire-crash tender with the Navy during the 2nd World War), a further Ford V8 and in 1971 Greenhithe was supplied with a 1955 Dennis fitted with a Rolls Royce engine and capable for pumping 500 gallons (2250 litres) of water per minute. Additional equipment included breathing apparatus and walkie talkie sets.

On 1st April 1976 Fire Boards were abolished and North Shore fire brigades became part of the New Zealand Fire Service.

In 1980 a new brick Fire Station was built on the same piece of land as the original corrugated iron station. The opening ceremony was performed by the Mayor of Takapuna, Mr F Thomas, on 23rd August 1980. The present (1983) fire engine is a 1972 ERF model with a tank capacity of 900 litres.



The New Fire Station built in 1980

The Godiva pump is capable of putting out 4500 litres of water per minute or 75 litres per second through high pressure hose lines - the most up-to-date fire fighting technique.

Membership is 2 officers and 8 men. It is the only fire station on the North Shore manned entirely by volunteers. (1983)

Early Medical Services

The lack of readily available medical attention and pharmaceutical facilities was a matter of serious concern to the early settlers. Home cures and rough first-aid necessarily sufficed, pending the acquisition of supplies from a distance, which usually involved a long walk, a horse-back ride or a row-boat trip to Auckland, that is if you were lucky to have a row-boat or if one of your

neighbours had one. The latter was the case when Mr Arthur Widdison, in the early 1900s, had to row to Auckland to obtain a doctor for Mrs Simes who was expecting a baby. Mr Blyth, in 1888, mentioned in one of his letters that it would cost £5 (\$10) for a doctor to visit Greenhithe, a considerable amount in those days.

Mrs MacLeod, granddaughter of Mr Blyth, recalls a story. As a baby she and her mother Emily, daughter of Mr Blyth, and her brother stayed with her grandfather in 1886. While here she, (Mrs MacLeod aged 1 year) became ill. Her mother, hearing that there was a family with a cow some 20 miles (32 Km) away, saddled her horse and made her way with the baby for help. Here they stayed for a fortnight, and on a diet of fresh milk the baby soon became well again. Even in the 1930s, the doctor's journey to Greenhithe was a hazardous affair. Mrs Collins, who usually travelled to Auckland for the birth of her children, decided she would stay at home for the birth of her youngest child. The late well-known Dr Dudding of Northcote, who had just begun his practice, was called to attend. He first set off in his car, but owing to the terrible conditions of the road to Greenhithe, a horse had to be obtained in order that he could complete his journey. Over the years, however, roads were improved, making it easier to reach a doctor and for a doctor to call. At the present time doctors hold surgery in the Community Hall. (1983)

COMMERCIAL ACTIVITIES

Over the years a number of commercial ventures have been engaged in Greenhithe. The first was kauri milling, then gumdigging and after that subsistence agriculture and horticulture by the early settlers.

Mr Monstedt, in the 1880s, had built himself a blacksmith shop next to his house. Here he built and repaired drays, gigs and buggies. He also shod horses and made harnesses and bridles.

The 1880s saw the development of orcharding in Greenhithe, which was to become a forerunner of fruit growing still carried out in Greenhithe today (1983). In the 1920s the Jonkers and Collins families, with fairly large orchards, both commenced fruit canning operations. Jonkers canning business still operates today (1983). Also in the 1920-30s George Winstone Ltd, purchased a piece of land on Marae Road and commenced excavating sand from the cliff face. Over the years a great quantity of sand was dredged away, resulting in the changing of the shape of the promontory known in those days as Humbug Point. The sand was used for moulding boxes as explained by Winstones:

"Moulding sands are siliceous sands - containing clay or aluminium silicate as a binding agent) possessing naturally the qualities of fineness, plasticity, adhesiveness, strength, permeability and refractiveness. The moulding boxes were made up of two halves which, when locked together, form the flask or mould into which the molten metal is poured. Once the metal has solidified and cooled, the boxes are opened and the castings removed. To facilitate this coring operation, the moulding sand must shake free and dust off easily. An important characteristic of moulding sand is that it must not burn to a hard clinker mass under the intense heat generated during casting. It must retain its free sandy nature.

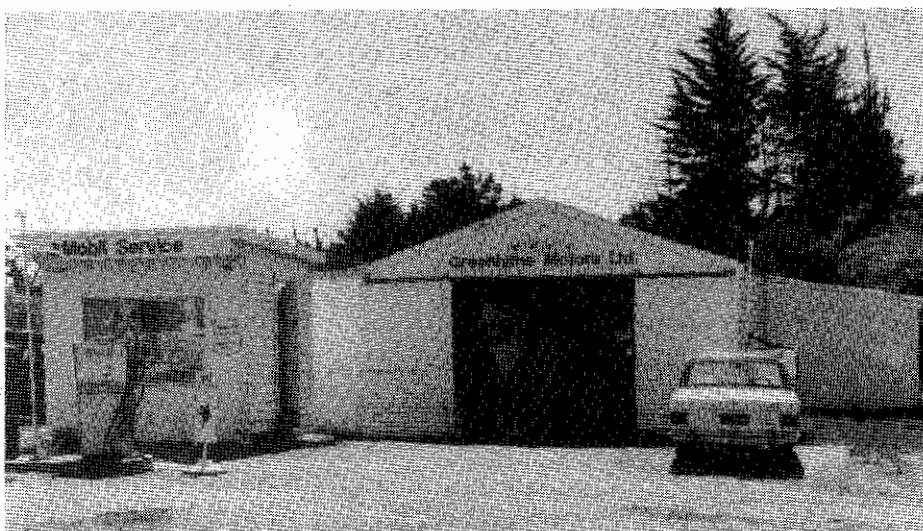
For many years Winstones were a major supplier of moulding sand to the Auckland and Thames iron foundries. It is said that the Marine Department later prohibited further removal of sand, due to the erosion of the headland. In 1941, Winstones offered the section as a donation to the Waitemata County Council as they had ceased their operations 10 years earlier.

Harold Widdison in the 1920s ran a carrying business and was also contracted to the Ministry of Works, for road works in Albany and Greenhithe. Another of his contracts was to work on the runways at Hobsonville and Whenuapai.

Two early families who had milk delivery contracts were Colemans and Hockenhulls. In those days milk was carted in large milk cans and bailed out with a measured ladle into milk billies (cans) left out at the gate. Miss A Hockenhull and her brother, who owned a property fronting onto Tauhinu Road milked approximately 14 cows, making local deliveries both night and morning as there was not enough milk for every family in one milking. This was during the early 1940's. The milk was delivered by a rubber-tyred float which was pulled by a horse. Cream would be delivered to a shelter at Cut Hill for collection to a factory in Mt Eden.

In the 1940s Messrs Leyland O'Brien Timber Co were operating timber mills in Greenhithe. The cut logs were transported by water up the harbour to Auckland. The Coventry Box Factory also operated a mill on Mr Caplin's property at the top end of Isobel Road. These mills cut out many thousands of square feet of local pine. The 1950s also saw large amounts of timber felled by logging companies.

Local Garage: In 1951 Mr W Robinson opened a garage on his property next to the general store. Prior to this petrol could be obtained from a petrol pump outside the store. Repairs, however, had to be undertaken by garages outside Greenhithe. In 1960 the garage changed hands, the new proprietor being Mr Graham Northin. The garage now known as Greenhithe Motors Ltd was registered in 1974 with Mr Charles Innes as proprietor. He built the present brick garage in 1980.



The Old Greenhithe Garage

The Factory in the Village: Now called Zeagold Products Ltd, was formerly known as Spray Dried Products Ltd, and originally called Egsol Products Ltd. The business was registered in 1959 and was built to manufacture egg powder on the same principle as had been applied to milk. At this time the venture was the only one operating in Australasia. Zeagold Products Ltd now manufactures bakery raw materials.



The new Greenhithe Garage built in 1980

At this time the venture was the only one operating in Australasia. Zeagold Products Ltd now manufactures bakery raw materials.

Boatbuilding: In 1958 the boatbuilding yard at the lower end of Rame Road known as Salthouses was built. In 1963 the name of J Salthouse Boatbuilding Ltd was registered, and in 1968 a name change to Salthouse Bros Ltd was recorded.

Ferro-Cement Boats: In 1966 a company was formed by businessmen and boat enthusiasts to build concrete commercial and pleasure boats. A boat shed was erected on land which was reclaimed at the lower end of Rame Road next to Salthouses. This venture later closed down and the shed was demolished.

Two other ventures also commenced and later closed down, they were a dairy on the corner of Tauhinu and Marae Roads, closed down approximately 1967, and a library, later to become a drapery, in Tauhinu Road, closed down approximately 1970. This building was later to be destroyed by fire.

MILITARY

In 1922 a collection was made in Greenhithe and surrounding areas for donations to build a memorial to those who were killed in the First World War (1914-18). The memorial, to be in the form of a public library at Albany costing £438 (\$876), was to commemorate the fallen men of Albany, Dairy Flat, Greenhithe and Oneroa. Sixty one years later, in 1983, an estimated \$1250 will be required to upgrade and repair this building.

Also after the First World War, a Memorial Arch was erected in front of the Community Hall. Mounted on this arch were brass plaques with the names of those who had died in the war.

After the Second World War (1939-1945), it was decided to develop the Greenhithe Sports Reserve as a War Memorial Park. Memorial Gates were erected in front of the park, incorporating the brass plaques from the Memorial Arch in front of the Community Hall together with a further plaque for those who had died as a result of the Second World War. The Memorial Arch was then demolished.

During the Second World War, a Commando unit was formed, comprising men from Paremoremo, Greenhithe, Glenfield and Albany. Mr Cyril Jonkers in charge.

1941 saw the formation of the Greenhithe Patriotic Committee with the object of raising funds to provide food and clothing parcels for soldiers overseas.

In 1943 a section of land in Oscar Road was purchased by the government and in 1956 an air force beacon was erected on the site.

With the Hobsonville military base being so close to Greenhithe, it was a common occurrence for residents to be woken at 2 o'clock in the morning by the sounds of loud gunfire. This night-time gun practice was a great nuisance, but it was a necessary part of our defence. Greenhithe would have been in great danger if the Hobsonville or Whenuapai installations had been attacked.

During the Second World War the army used the old Cooper house up on the Devils Back, the point of land situated opposite Hobsonville wharf, as barracks and an observation point.

1972 saw Greenhithe going on the defence and the air force was called on for help. Not a raid from a foreign nation, but to fight a proposal from the Waitemata Council to turn 40 acres of farmland into a rubbish tip. Residents were up in arms and 298 objections were received. The air force also objected strongly as the proposed tip would lie in the flight path of its aircraft. The danger to aircraft from the tip's burn-offs and the nuisance created by hundreds of birds would prove a major problem. The council then decided to then drop the whole idea.

THE POPULATION GROWTH OF THE GREENHITHE AREA

In 1842, the year of Governor Hobson's death, the population of Auckland was only 2895. By 1871 it had risen to 12937 and that year saw the formation of a separate Waitemata electoral district, comprising an area stretching from the Waitemata Harbour (excluding Devonport and Birkenhead) to Waiwera and the Kaipara in the north. The census figures for the new Waitemata area were given as 2450 persons living in 416 wooden houses, 6 stone or brick, 46 raupo and 69 other types of material including tents.

In 1874 the census lists 56 persons living at the Wade (Silverdale) with 969 persons at Paremoremo, Lucas Creek, (Albany and Greenhithe), Devonport, Takapuna, and Northcote.

In 1878 the area known as Lucas Creek (Albany & Greenhithe) was listed separately with a population figure of 62 which had increased to 86 in 1881. Auckland by this time had reached the 30000 population mark.

The first census mention of Greenhithe was in 1891 when the census lists the combined population of Lucas Creek and Greenhithe as 92 persons. However in the following census of 1896, Greenhithe is listed separately with 40 persons.

Census figures for Greenhithe over the years:

1901 45 persons	1931 No census	1961 567 persons
1906 47 persons	1936 213 persons	1966 794 persons
1911 55 persons	1945 264 persons	1971 1076 persons
1916 49 persons (WWI)	1951 471 persons	1976 1389 persons
1921 89 persons	1956 471 persons	1981 1578 persons
1926 134 persons.		

The 1981 census lists 504 dwellings in Greenhithe, an increase of 93 since the previous census of 1976. There were 400 married and defacto persons and 198 single, widowed and divorced listed, an increase of 69 and 74 respectively since 1976.

Those who gave their ages:

429 under age of 15	174 between 40 and 49
138 between 15 and 19	156 between 50 and 59
213 between 20 and 29	48 between 60 and 64
312 between 30 and 39	96 65 years and over

Those who gave their religion:

447 Anglican	24 Baptist
135 Roman Catholic	9 Ratana
123 Presbyterian	3 Latter Day Saints
84 Methodist	

The population of Takapuna City, which includes Greenhithe, was 64845, 31215 males and 33630 females

House Numbers: In 1974 the council decided to number all properties. Previously, houses were identified by the lot numbers of the sections.

Refuse: On 7th August 1978 the first weekly refuse collection was commenced. Prior to this, residents had to compost, bury or dispose of their refuse some other way. A three-monthly inorganic collection, however, was available, now reduced to six-monthly.

POLITICAL HISTORY

In 1871 the electoral district of Waitemata was formed comprising 613 square miles stretching from the Waitemata Harbour, excluding Devonport and Birkenhead, to Waiwera and the Kaipara in the north.

First MP was Thomas Henderson, born 1810 in Scotland, he landed in Wellington 1840. He bought land in Auckland and in Shortland Street built the Commercial Hotel which 118 years later became De Bretts. In 1842, with his brother-in-law, he founded Henderson & Macfarlane, a timber company which cut 40 million feet of kauri, clearing the site that now bears his name. His Circular Saw Line ships traded around New Zealand and overseas, took settlers to the Californian gold rush and brought others from Nova Scotia to Waipu. Devoting time to public affairs, he was active in the Auckland Provincial Council and was Northern Division member in the House of Representatives, member of the Executive Council in 1861-2, and a founder of several early companies.

From 1874-75, Gustav Ludwig Theodor Von Der Hyde, born Bremen 1836, was MP for Waitemata. He settled in Auckland in 1866 and joined the firm of Thomas Henderson, whose daughter he married in 1864. He was for some years German consul and died in 1891.

John Sangster Macfarlane, born 1818 in East Lothian, was MP for Waitemata from 1876-79. He settled in Auckland in 1844 and joined a firm of merchants and coastal traders. Macfarlane, a frank, outspoken man of remarkable energy and force of character, was a keen racing man. He was defeated in 1879 by R G Wood.

Mr Reader Gilson Wood, architect and surveyor, arrived in 1844 from Leicestershire. Shortly after his arrival, the Hone Heke war broke out and he served with the volunteers at Ohaewai. In 1848 he became government inspector of roads. He represented the Provincial Council for Auckland suburbs from 1857-61. He put forward a scheme of land settlement which involved raising three million pounds (\$6,000,000), and in 1864 resigning his portfolios he went to England and raised one million pounds (\$2,000,000). On his return he resigned his seat, but was elected again to represent Parnell, until 1878.

William John Hurst settled in Auckland in the early 60s, was elected to the Auckland Education Board in 1871 and from 1879-81 was MP for Auckland City West. He was then MP for Waitemata until his death in 1886.

Hurst was succeeded by Richard Monk, a Lancashire born carpenter who started the business of Monk & Morgan, a sash and door factory. A member of the Auckland Education Board and the Waitemata County Council, in 1881 he contested the Parnell seat against George Grey. Monk held the Waitemata seat until 1893, his re-election in that year was declared void, but he regained the seat in 1896 and held it until he retired in 1902.

Jackson Palmer came to Auckland from Ireland, and was educated at Wellesley St School and Auckland Grammar School. He became a lawyer and in 1890 MP for Waitemata, after Monk's election was declared void. He suffered defeat by Monk at the next election, also declared void, and then lost the seat to William Massey. Later MP for Ohinemuri from 1900-03, he retired after losing that seat. He was later appointed Chief Judge of the Native Land Court. He died in 1919.

William (Bill) Ferguson Massey was MP for Waitemata from 1894-1896. Born in Londonderry, arriving in New Zealand as a child, he worked with his father until he was 17, and at 21 leased a 100 acre farm at Mangere. In 1893 he stood for the Franklin seat, but was defeated. A few weeks later the Waitemata seat became vacant through the unseating of Richard Monk after a petition. Massey stood and defeated Jackson Palmer. In 1896 he stood again for Franklin, and won

the seat. In 1912 he became Prime Minister of the Reform Party, a position he held until his death in 1925. The district of Massey is named after him.

Mr Ewen William Alison succeeded Richard Monk as MP for Waitemata in 1902. Born 1852, he first worked in a printing office and then in agriculture. He founded the Devonport Ferry Service in 1880 and the Takapuna Jockey Club in 1881, being chairman and president for 50 years. He was a member of the Waitemata County Council and later of the Devonport Borough Council, being Mayor for nine years. He constituted the Takapuna Borough, was its first mayor, and was a director of North Shore Transport Co. He was MP for Waitemata from 1902 to 1908.

From 1908-11, Waitemata's MP was Leonard Richard Phillips, a farmer in the Helensville district for 30 years. Chairman of the Helensville branch of the Farmers Union for 7 years, in 1907 he toured South America, Canada and Great Britain studying agricultural methods.

Alexander Harris was MP for Waitemata 1911-22. Born in London, trustee of the Auckland Savings Bank in 1921 and president 1926, 1937, 1946. He died in 1952.

From 1922-28, Greenhithe was in the Kaipara electorate, MP being Joseph Gordon Coates, MC and Bar. Born in Matakoho 1878, he spent 7 years in command of Otamatea Mounted Rifles. Elected MP for Kaipara 1911. In 1919 he joined the Massey Government, in which he held many offices. He was to serve during World War I in France. In 1928 a further boundary change placed Greenhithe back in the Waitemata Electorate, Mr Harris again represented the area.

Harris was succeeded by William John Lyon, born in England. He served in World War I and did post-war service at the War Office. As Labour candidate, he contested the Hawkes Bay seat in 1928. A member of the Hastings Borough Council and Napier Harbour Board from 1919-31, he resigned to move to Auckland. He represented Waitemata from 1935-41. It was in 1941 that Captain William John Lyon MP, aged 43 was killed in action in World War II.

His successor was Mary Manson Dreaver, born Dundee, MP for Waitemata 1941-43. Educated at Seddon Technical College and Auckland University, she was a keen sportswoman, journalist, painter, musician, elocutionist, the first woman member of the Auckland Transport Board, also member of the Drainage Board, Electric Power Board, President of the People's Health Society, and of the National Spiritualist Church. Unsuccessful Labour candidate for the Remuera seat in 1938, she was, however, elected to the Auckland City Council. She was a member of the Legislative Council and until its abolition in 1950.

Waitemata's MP from 1943-46 was former Mayor of Te Kuiti, Henry Thorne Morton. Born in Auckland, educated at Emmanuel College, Cambridge, he graduated MA, LLB, Hons. He served in World War I and began practising as a barrister and solicitor in 1919. He was also president of the Te Kuiti Aero Club.

There was no Waitemata electorate in the 1946, 1949 and 1951: Greenhithe was zoned as part of the Rodney electorate and the MP was Hon. Thomas Clifton Webb, Attorney-General and Minister of Justice, later High Commissioner in London.

In 1954 the Waitemata Electorate was re-established, with Norman James King as MP. He represented Waitemata until 1963, when a change of boundaries again placed Greenhithe in the electorate of Rodney. William James Scott was the MP for Rodney from 1954-69. He was Minister of Marine 1963-69, Minister of Broadcasting 1963-66 and was Senior Government Whip.

Greenhithe in 1969 reverted to the Waitemata Electorate and Air Commodore Thomas Francis (Frank) Gill became MP. Born Wellington, 1917, during World War II he flew in the Battle of Britain and was later awarded the DSO and OBE. In 1969 he

was elected MP for Waitemata and in 1972 won the East Coast Bays seat. In 1975 when National returned to power, he became Minister of Immigration and Health and in 1979 Minister of Defence. In August 1980 he became Ambassador to the United States and died in 1982 while in that post.

In 1972 the Waitemata seat was won by Michael Edward Dainton Bassett MA, PHD, born Auckland, 1938, educated Owairaka and Dilworth Schools, Mt Albert Grammar, Auckland University and Duke University, North Carolina. Senior Lecturer, Auckland University 1964-67, Senior Lecturer in History, 1968-72. Awarded scholarship to Smithsonian Institute 1967. MP for Waitemata 1972-75, member Auckland City Council 1971-74, Labour Party Regional Council Chairman 1970-73, teacher Rutherford High School and Kings College 1976, MP for Te Atatu 1978.

The 1975 election saw David Michael John Jones elected as MP for Waitemata. Born 1944 in Pakistan and educated at St Joseph's Convent, Karachi Grammar School, St Pauls College (Auckland), Auckland University and LLB in 1967.

In 1978 Greenhithe was included in the new electorate of Albany, Donald Charles McKinnon being elected. Born 1939, educated Wellington, Nelson College, Woodrow Wilson High School, Washington DC, and at Lincoln College. He completed real estate examinations, entering business in 1973. He was a member of the Auckland Debating Association since 1970, founder, organiser and tutor of the Paremoremo Prison Debating Club. He was National party candidate for Birkenhead 1969-72. After winning the Waitemata seat in 1980 he became Junior Government Whip, later Senior Government Whip, and he was a member of many caucus committees.

The 1984 electoral boundaries placed Greenhithe in the new electorate of Glenfield, the seat being won for Labour by Judy Keall, MA, teacher.

MAIN POLITICAL PARTIES FROM 1890

1890 - 1902 Conservative
1890 - 1925 Liberal
1905 - 1931 Reform
1928 - 1931 United
1908 - Labour
1935 - National

Voting - Greenhithe booth only:

1908 Electorate of Waitemata
Phillips 21 elected.
Napier 1
Total 22

1911 Electorate of Waitemata
Harris 13 elected, Reform
Napier 20
Total 33

1914 Electorate of Waitemata
Harris 29 elected, Reform
Tewsley 20
Total 49

1919 Electorate of Waitemata
Harris 19 elected, Reform
Greenslade 7
Total 26

1922 Electorate of Waitemata
Coates 29 elected, Reform
Moroblow 10
Total 39

1925 Electorate of Waitemata
Coates 41 elected, Reform
Bernard 1
Total 42

1928 Electorate of Waitemata
Harris 42 elected, Reform
Greville 22
Osborne 5
Total 69

1931 Electorate of Waitemata
Harris 40 elected, Ind. Reform
Darlow 18
Osborne 18
Total 68

1935 Electorate of Waitemata
Lyon 61 elected, Labour
Harris 30
Donald 19
Guiniven 1
Total 111

1939 Electorate of Waitemata
Close 72 National
Lyon 63
Total 135

1941 Electorate of Waitemata
Dreaver elected, Labour

1943 Electorate of Waitemata
Morton 56 elected National
Dreaver 48 Labour
Ansley 9
Hewitt -
Total 113

1946 Electorate of Rodney
Webb 86 elected National
Dixon 83 Labour
Total 169

1949 Electorate of Rodney
Webb 97 elected National
Leaming 85 Labour
Total 182

1951 Electorate of Rodney
Leaming 88 Labour
Webb 85 elected National
Total 173

1954 Electorate of Waitemata
King 118 elected Labour
Morrison 87 National
Jordan 35 Social Credit
Total 233

1957 Electorate of Waitemata
King 146 elected Labour
Muldoon 87 National
Jordan 17 Social Credit
Total 250

1960 Electorate of Waitemata
King 129 elected Labour
Firth 91 National
Jordan 20 Social Credit
McLeod 6 Communist
Total 246

1963 Electorate of Rodney
Pickett 125 Labour
Scott 87 elected National
McConachy 50 Social Credit
Total 262

1966 Electorate of Rodney
Pickett 103 Labour
McConachy 88 Social Credit
Scott 70 elected National
Total 261

1969 Electorate of Waitemata
Bassett 177 Labour
Gill 186 elected National
Davison 63 Social Credit
Total 346

1972 Electorate of Waitemata
Bassett 199 elected Labour
La Varis 124 National
McCormick 46 Social Credit
Neill 5 New Democrat
Total 374

1975 Electorate of Waitemata
Bassett 178 Labour
Jones 228 elected National
McCormick 57 Social Credit
Covacich 33 Values
Bree 3 Independent
Total 491

Total for Electorate
National 8965
Labour 7580
Social Credit 1468
Values 1046
Independent 44

1978 Electorate of Albany
Rankin 210 Labour
McKinnon 210 elected National
Thew 170 Social Credit
Dean 27 Values
Belton 3 Ind. National
Total 620

Total for Electorate
National 8597
Labour 7438
Social Credit 4091
Values 543
Ind. National 307

1981 Electorate of Albany
Mockridge 217 Labour
McKinnon 259 elected National
Thew 246 Social Credit
Total 722

Total for Electorate
National 9966
Labour 8002
Social Credit 6573

THE HISTORY OF GREY OAKS

'Grey Oaks' stands on property first purchased by a Rev Thomas Hamer in 1855. It would appear that he built himself a small cottage where he would spend his time between his religious duties. In 1865 he sold the property to Mary Forgham. Transfer details as follows: "Transfer from the Rev Hamer 88 acres being Crown Grant 34, the said allotment or parcel of land hereditament and premises with the appurtenance unto the said Mary Forgham."

Presumably the premises on the property would have been very small and used only for temporary visits. The Forghams may have lived in the cottage or continued to live in Northcote until a new house was built. Used to gracious living, they would have required a house to suit the style which they were accustomed to. Being a family of means, they could afford to build a comfortable home. It is difficult to determine exactly when the house was built but it would be presumed to be within the first 5 years of owning their land. The Forghams decided that because of the abundance of native ferns to call their property 'Fern Bank', thereby giving Greenhithe its first name.

In 1882 the property again changed hands, this time transferred to Mr Henry Blyth. The transfer taking place on a small deposit, the balance as a mortgage. From Mr Blyth's letters it appears he was very short of finance and with only a small navy pension he would probably not have been able to build a house the size of 'Grey Oaks'. In a reminiscence written in 1960 by Mr D Clark, an early settler of Greenhithe, he mentions that his memory goes back 70 years and that Mr Blyth's house and property at that time had every appearance of fairly long occupation and that the orchards were then well past maturity. He also mentions that the oak trees and other English trees were of a mature size. It can therefore be presumed that the house was built by Mr & Mrs Forgham sometime in the late 1860s. It is from Mr Henry Blyth's occupation of the property that the name of Greenhithe was adopted. He called the property 'Greenhithe' after a village on the Thames where he kept his small sailing boat and from whence he sailed for New Zealand on the 'Wave Queen'.

Over the years the property and house has changed hands many times:

1902 W H Firth and W Winns,	1909 Captain and Mrs Cotton,
1916 Christian Skitrop,	1919 George and Annie Coulam,
1948 Noel Jonkers,	1961 Marjorie Jonkers.

'Grey Oaks' has also played a part in the development of Greenhithe. During the ownership of Henry Blyth a room was used for a school and George and Annie Coulam opened a store and post office in a front room during their occupation. Noel Jonkers gave the property its name of 'Grey Oaks' after the many old oak trees on the property. These oaks were probably planted by Mr & Mrs Forgham.

Marjorie Jonkers, sister-in-law of Noel Jonkers, purchased the property in 1961 after it had been rented out for some years. The house was in a bad state of repair and it was suggested that the best thing would be to have it bulldozed over the cliff. Mrs Jonkers decided, however, to restore the house and had a local carpenter working part-time on its restoration, supervising all work herself. Demolition yards were scoured for suitable timbers, window frames and other joinery. Any original timbers removed from the house were used in other areas, but the only original furnishings in the house are the wooden curtain rails in the bedrooms.

'Grey Oaks', now comfortably situated on 3 acres (1.5606 ha), and surrounded by many trees and shrubs, is a work of labour and love by Mrs Marjorie Jonkers.

In 1979 the Takapuna City Council, under its district scheme, classified 'Grey Oaks' as a building of "architectural, historical and community interest".



Photo taken 1981 from 25,500 ft, acknowledgement Department of Lands & Survey